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American Railroad Journal.

New York Saturday, February 3, 1872.

The Chesapeake and Ohio Railroad and Virginia Bonds.

The Richmond (Va.) *Inquirer*, of the 26th ult., publishes a letter from New York, in which it was charged that the Chesapeake and Ohio Railroad had participated in a movement to depress Virginia bonds in order to purchase Virginia Central stock cheap. Referring to this, John B. Baldwin, Esq., of Staunton, of counsel to the company, communicates to the above paper extracts from private letters to himself from President Huntington, of that road, and James H. Storrs, Esq., of New York, counsel of the company. Mr. Huntington says:

"Your State is making a fearful mistake in refusing to pay the interest on her indebtedness. I cannot understand how a State with the glorious record of Old Virginia can repudiate her debt when there is so much to be gained by promptly meeting all her obligations and so little as an offset for the disgrace of repudiation. And certainly if the State continues in the course upon which she has now entered, her industrial interests will be put back and a burden assumed far heavier than that imposed by the late war.—I hold none of the securities of your State and can, therefore, speak the more freely upon the subject, with no other motive than an earnest desire for her prosperity."

Mr. Storrs says: "The repeal of the funding bill will ever withdraw the recognition of so much of her obligations to the disappointment and sorrow of many in this community, who have held on to their belief in the fidelity of Old Virginia, and are still unwilling to let go their hold. They know that she has been tried with a sore trial, such as almost no other State has experienced, but they have confidently believed that she would come out of it like gold purified by fire."

Mr. Baldwin adds: "These passages, occurring in letters not intended for the public, represent truly the sentiments of those who in New York have charge of the business of the Chesapeake and Ohio Railroad Company," and he also says that he makes the letters public without advising the writers.

Mr. Storrs's experience on the Central Pacific route will be apt to hurry up the Northern Pacific Road, along which, from the depression of the Rocky Mountains in that quarter, and in consequence of the warm winds from the Pacific, there is a comparatively light snow fall; and it will be apt to hurry up the Southern Pacific Road, which turns the flank of the Rocky Mountains and the Sierra Nevada, and along which there is never any obstruction from snow. And the fact is, we want all three of these Pacific Roads; and when they are all in operation the way and the through traffic will give work enough for all, and they will assist, rather than injure, each other in building up all the country between the lines.—*New York Herald*.

Baltimore and Ohio Railroad.

The following is a comparative statement of the earnings and working expenses of the Main Stem of the Baltimore and Ohio Railroad for the years ending September 30, 1870 and 1871—including the Winchester and Potomac and Washington County Branches for 1870 and 1871, and the Winchester and Strasburg Branch from July 1, 1870:

Earnings:	1870.	1871.
From passengers.....	\$1,477,392 64	\$1,460,699 71
" tonnage.....	6,950,835 52	8,452,690 78
Total.....	\$8,427,728 16	\$9,918,390 49

Working expenses:		
Transportation exp.	\$1,610,962 21	\$1,775,458 46
General expenses...	74,800 47	70,352 74
Losses by accidents...	66,514 59	30,190 09
Repairs of railway...	1,548,695 11	1,928,776 58
" locomotives...	550,086 36	580,736 98
" burden cars...	312,498 61	326,764 21
" pass. cars...	122,833 90	166,822 99
" stationary machinery...	182,257 68	146,022 24
" depots....	264,057 10	127,011 53
" water stations...	45,015 88	30,846 64
" bridges....	221,349 97	199,027 55
" telegraph...	6,359 82	10,918 74
Fuel, preparing, etc.	317,802 11	320,892 25
Cleaning engines and cars.....	89,903 12	96,912 60
Pumping water.....	20,121 18	25,837 34
Watching cuts, tunnels and bridges...	62,578 60	63,232 40
Contingent expenses of machinery department.....	7,623 29	7,083 39

Total.....	\$5,453,460 00	\$5,906,887 68
Net earnings.....	\$2,974,268 16	\$4,006,502 81

The ratio of expenses to earnings was in 1870,

JAY COOKE & CO., New York, Philadelphia and Washington.

The Want of More Trans-Continental Roads.

Another heavy snow storm is reported in the far West, blockading again the Pacific Railway trains on both sides of the Rocky Mountains. Very well; they must take it as it comes. But this Win-

64.7, and in 1871, 59.58, showing a decrease of 5.12 per cent.

It is shown that the earnings, in comparison with the fiscal year 1870, have increased \$1,485,662 33, and the working expenses \$453,427 68, making a comparative increase in the net profits of \$1,032,284 65. Compared with the fiscal year 1869, the increase of earnings being \$1,188,474 75, and of working expenses \$150,781 22; the increase of net profits amounts to \$1,037,698 58.

During the fiscal year, the sinking fund for the redemption of the city loan increased to \$1,354,816 67, showing a gain of \$76,987 58.

Under the action of the sinking fund for the redemption of the £800,000 sterling loan, £17,200 of those bonds were purchased in London and cancelled, thus, at \$4 84 per pound sterling, reducing that debt \$88,248.

A dividend of 4 per cent. upon the capital stock was paid on the 31st October, 1870, and a similar dividend on the 1st May, 1871. The United States tax thereon was also paid by the Company.

The liabilities of the company, compared with the statement of September 30th 1870, have increased as follows:

Preferred stock, second series, 6 per cent., \$131,400.

The profit and loss account shows an increase for the past year of \$1,871,681 60, after deducting \$500,000 for estimated losses on steamships.

It will be remembered that, at the close of the war, it was the conviction of the Board that, if proper enterprise were exhibited, a vast increase of trade could be attracted to Baltimore. It was deemed necessary not only to extend our lines of railway, in order to command the transportation of the supplies and productions of our great Western and Southern interior, but also to furnish the most modern and improved facilities for ocean commerce. The establishment of a line of steamships between Baltimore and Liverpool was regarded as necessary to attract the attention of the West and South, and of European capitalists, to the advantages of this port as a great and economical entrepot. Acting in accordance with these views, on July 14th, 1865, the Baltimore and Ohio Company purchased from the Government of the United States four steamships, to which, in honor of the respective counties of the State of Maryland, the names were given of "Allegany," "Carroll," "Somerset," and "Worcester." These steamships were strengthened and improved at large cost, and were promptly placed in the service, and made fifty-eight successful voyages between Baltimore and Liverpool.

It was soon demonstrated that their tonnage was too limited for the heavy trade that was rapidly created, and that their carrying capacity was too small to make remunerative results. The enterprise, however, accomplished the important designs of its founders, and became the nucleus of the successful lines of large and splendid steamships now constantly leaving our wharves for Liverpool, Southampton and Bremen.

The losses proved to be large in inaugurating this grand source of prosperity for Baltimore and the vast regions which participate in the advantages which have been secured. Yet, in view of the magnificent results accomplished by what seemed to many, when originated, a hazardous experiment, and the colossal growth of the traffic of the Baltimore and Ohio Road, partly arising from this enterprise, the Board deem their action a subject of congratulation.

It will be seen by the profit and loss account that the surplus fund which represents capital derived from earnings invested in the various branch and connecting roads, and the great im-

provements which have been continuously constructed on the main line, and which is not represented by stock or bonds, now amounts to \$23,246,732 33.

It is shown by the report of the Transportation Department that 1,072,649 barrels of flour were brought to Baltimore during the fiscal year, being an increase of 187,259 barrels.

A large expansion of tonnage of through merchandise, East and West, is also shown, viz: from 286,835 tons in the preceding year to 435,207 tons.

The traffic in live stock and lumber has also largely increased.

The coal trade exhibits a most gratifying increase, viz: from 1,219,638 tons in 1870, to 1,591,602 in 1871, exclusive of 326,880 tons for the company's supply.

The policy adopted for the development of this trade has accomplished the important results anticipated. It was determined to establish and maintain low and uniform rates, so that consumers could rely upon their supplies being furnished throughout the year at prices which would not be affected by changes in the charge for transportation.

The tariff of the Baltimore and Ohio Road, for coal, has continued, summer and winter, without alteration, since March 16th, 1868. During this period the prices of anthracite coals have varied largely, caused by strikes in the mining regions of Pennsylvania and frequent changes in the charges for transportation. The Baltimore and Ohio Company refused all propositions for combinations to obtain advanced rates.

In view of the excellent quality of the semi-bituminous coals of the Alleghany regions, and the confidence established by the Baltimore and Ohio Company through a steady adherence to its policy, large consumers in New England, New York and elsewhere, have been enabled to secure their supplies at satisfactory prices, and have gradually substituted these coals for the other descriptions formerly used.

Two hundred iron hoppers, each of ten tons' capacity, have been built for the coal traffic during the past year.

As it is believed this important trade can be continuously enlarged, additional equipment will be constructed in order to meet the largest requirements of the manufacturing, steamship, and other interests.

Statement of profit and loss for the years ending September 30:

	1870.	1871.
Balance from previous year.....	\$20,361,676 01	\$21,375,050 73
Net earnings.....	2,974,268 16	4,006,502 81
Dividends upon Washington Br. stock owned by the Company...	102,735 00	102,780 00
Increment from the sinking fund...	75,940 27	76,937 58
House rents.....	14,581 86	15,739 57
	\$23,529,050 80	\$25,577,010 69
Dividends on stock	\$1,051,440 00	\$1,051,448 00
Interest and taxes.	753,256 24	432,447 24
Ground rents.....	26,230 62	26,582 95
Central Ohio Division.....	226,529 30	136,583 91
Lake Erie Division, Rent of Winchester & Potomac R. R.	10,583 11	76,492 98
Rent of Washington County Railroad	27,000 00	27,000 00
Estimated loss on steamships,	28,960 80	58,960 00
Rent of Winchester & Strasburg R. R.	.....	500,000 00
Wheeling, Pittsburg & Baltimore R. R.	.....	5,229 00
		15,583 48
Balance	21,375,050 73	28,246,732 33
	\$23,529,050 80	\$25,577,010 69

Statement of the liabilities and assets of the

Baltimore and Ohio Railroad Company, September 30:

	1870.	1871.
Stock	\$13,143,000 00	\$13,143,100 00
Stock scrip not funded	8,962 00	8,862 00
Preferred	8,398,400 00	3,529,800 00
Loan of 1875	863,250 00	863,250 00
" 1880	579,500 00	579,500 00
" 1885	1,710,500 00	1,710,500 00
City loan (S. F.)	8,722,620 91	8,645,688 33
Sterling loan of 1895, with Sinking Fund, £800,000 @ \$4.84 gold.	3,872,000 00	3,788,752 00
*N. W. Va. R. R. 2d mort. bonds....	458,500 00	458,500 00
*N. W. Va. R. R. 3d mort. bonds....	140,000 00	140,000 00
Unclaimed dues	51,594 82	56,335 25
Wash. Br. road	375,984 16	472,700 09
Outstanding accounts, etc.....	36,301 21	.....
Profit and loss	21,375 050 73	28,246,732 33
	\$49,735,663 83	\$51,643,715 00

* Bonds of N. W. Va. R. R. guaranteed by the B. and O. R. R. Co., of which the payment—principal and interest—has been assumed by the B. and O. R. R. Co., under contract of July 18, 1864.

	1870.	1871.
Cost of road	\$19,073,661 72	\$19,563,767 89
" second track	3,777,446 31	3,777,446 39
" roll'g power	5,412,038 83	6,114,630 78
" real estate	1,764,677 24	1,791,049 22

	1870.	1871.
Property.....	\$30,027,824 10	\$31,246,893 70
Central Ohio first mort. bonds	1,530,246 67	1,119,246 20
Stock of Central Ohio R. R. Co.	424,822 88	424,822 88
Stock and bonds of Pittsburgh and Connellsville R. R. Company	1,209,905 22	501,772 90
Pref. stock Parkersburg B. R. R. Co.	5,680,684 94	5,680,684 94
Parkersburg Br. R. R. Company	1,893,038 85	.....
Stock of Washington Branch	1,027,800 00	1,027,800 00
Stock and debt of Winchester and Strasburg Railroad Company	596,668 66	591,816 80
Stock of Washington Co. R. R. Co.	763,280 00	763,280 00
Metropolitan Br.	800,671 40	1,547,565 02
Mort. bonds of Marietta and Cincinnati R. R. Co.	1,400,000 00	1,400,000 00
Stocks and bonds, including Municipal, Railroad & Steamship corporations	1,602,103 14	2,881,223 21
S. F. ground rents	101,191 66	101,191 66
Ohio River Bridges	1,414,909 70	2,837,156 80
Uncoll'ted revenue	399,834 78	664,412 38
Materials on hand	590,407 64	673,153 56
Outstand'g acc'ts .....	.....	623,372 47
Balance after paying interest on bonds due Oct. 1.	272,279 19	59,322 48
	\$49,735,663 83	\$51,643,715 00

WASHINGTON BRANCH.

Statement of earnings and expenses for the years ending September 30:

	1870.	1871.
Earnings	\$303,724 10	\$329,828 79
Passengers	78,090 86	97,755 63
Tonage .....	.....	.....

	1870.	1871.
Total	\$803,614 40	\$127,570 49

Expenses:		
Repairs of road.....	\$170,518 64	\$126,296 96
" depots.....	9,396 11	12,878 96
" water stations.....	2,188 28	5,116 44
" bridges.....	15,036 71	15,067 01
Pumping water.....	2,038 45	4,051 68

Total.....	\$199,128 19	\$163,411 05
Net earnings.....	\$182,686 27	\$264,168 37

The earnings of 1871 show an increase as compared with those of the previous year of \$45,764 96; the expenditures charged are \$35,717 14 less—showing an increased gain of \$81,482 10.

A dividend of five per cent. was paid on the 16th of October, 1870, and a similar dividend on the 17th of April 1871.

During the year 969 tons of steel were substituted for iron rails. Number of cross-ties used, 88,938.

Statement of profit and loss for the years ending September 30:

	1870.	1871.
Balance from prev. yr.	\$357,660 64	\$355,984 16
Net earnings.....	182,686 27	264,168 37

Total	\$540,346 91	\$620,152 53
Dividends on stock.....	\$165,000 00	\$165,000 00
Internal revenue tax.....	15,487 75	1,452 44
On account of annuity.....	1,000 00	1,000 00
Payments for lands in Washington.....	2,875 00	.....
Balance carried to next year	355,984 16	452,700 09

Total	\$540,347 91	\$620,152 53
Statement of the liabilities and assets of the Washington Branch, Sept. 30:		
Liabilities:	1870.	1871.
Stock	\$1,650,000 00	\$1,650,000 00
Annuity (principal).....	20,000 00	20,000 00
Profit and loss.....	355,984 16	452,700 09

Assets:		
Road, real estate, etc.	\$1,650,000 00	\$1,650,000 00
Amount due by B. & O. R. R. Co.....	375,984 16	472,700 09

PARKERSBURG BRANCH RAILROAD.

The following is a comparative statement of the earnings and expenses for the years ending September 30:

Earnings:	1870.	1871.
Passengers.....	\$119,303 04	\$150,022 58
Tonnage.....	442,581 95	583,072 76

Total.....	\$561,884 99	\$733,095 34
Expenses:		
Transportation	\$130,729 25	\$148,979 28
Repairs of road.....	375,667 12	368,849 92
" water stations.....	4,415 51	6,070 21
" telegraph.....	1,090 87	1,179 89
" stationary machinery.....	2,756 28	2,989 98
" locomotives.....	52,169 19	47,758 81
" burden cars.....	15,177 14	17,622 28
" passenger cars.....	5,439 05	4,484 81
" bridges.....	8,065 95	17,087 63
" depots.....	12,942 33	17,384 31
Pumping water.....	2,884 41	3,296 80
Losses by accidents, etc.	1,223 38	5,593 50
Fuel, preparing, etc.	36,075 25	29,789 15
General expense.....	2,891 71	2,569 62
Cleaning engines & cars.....	2,948 85	7,949 65
Contingent expenses	28 61	22 16
Taxes	8,274 56	40,210 03

Total.....	\$661,780 41	\$721,288 08
Deficit	\$69,805 43	.....
Net earnings	\$11,907 81	\$11,907 81

It will be seen that the earnings were \$171,210 35 more than in 1870, while the expenses increased \$59,507 62—showing an improved result compared with that year, of \$111,702 73.

The aggregate earnings of the Main Stem, including the Winchester and Potomac and Washington County Branches, (and the Winchester and Strasburg Branch from July 1, 1870,) and of the Washington Branch and Parkersburg Branch, for the years ending September 30, 1870 and 1871, were as follows:

	1870.	1871.
Main Stem.....	\$8,127,728 16	\$9,913,390 49
Washington Branch.....	381,814 46	427,579 42
Parkersburg Branch.....	561,884 99	733,095 34

Totals.....	\$9,371,427 61	\$11,074,065 25
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The aggregate expenses of operating and repairs were as follows:

	1870.	1871.
Main Stem.....	\$5,453,460 00	\$5,906,887 68
Washington Branch.....	199,128 19	163,411 05
Parkersburg Branch.....	661,780 41	721,288 03

Totals.....	\$9,314,368 60	\$6,791,586 76
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And the aggregate net earnings, after deducting the cost of operating and repairs, as follows:

	1870.	1871.
Main Stem.....	\$2,974,268 16	\$4,006,502 81
Washington Branch.....	182,686 27	264,168 37
Parkersburg Branch.....	*99,895 42	11,807 31

Totals.....	\$3,057,059 01	\$4,282,478 49
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* Deficit.

—showing an increase in the gross earnings of \$1,702,637 64; with an increase in expenses of \$477,218 16—making the increase in net earnings, \$1,225,419 48.

The earnings of the Central Ohio Division for the fiscal year were \$946,246 15, the expenses \$751,643 31, and the net earnings \$194,602 24.

The earnings of the Lake Erie Division for the same time were \$513,768 51, the expenses \$415,911 49, and the net earnings \$97,857 02.

The earnings of the Wheeling, Pittsburgh and Baltimore (formerly Hampfield) Railroad, from May 1, 1871, to September 30, 1871, were \$23,449 51, and the expenses \$39,032 99, showing a deficit of \$15,583 48.

The gross revenue of the Main Stem and Branches, including the Central Ohio and Lake Erie Divisions, and the Wheeling, Pittsburgh and Baltimore Railroad, is thus shown to be \$12,557,529 42, the expenses \$7,998,175 15, and the net earnings \$4,559,354 27. The aggregate working expenses were 63.69 per cent. of the whole gross revenues.

During the year, 358,046 new cross ties, 10,683 tons of iron, and 7,236 tons of steel rails were used in repairing the tracks of the Main Stem; 38,928 cross ties and 969 tons of steel rail on the Washington Branch; 114,495 cross ties and 8,927 tons of new rails on the Parkersburg Branch; 3,754 tons of new rails on the Central Ohio Division; and 990 tons of new rails on the Lake Erie Division.

At the commencement of the fiscal year 1871 there were in service on the Main Stem and Branches 324 locomotives. During the year 21 first-class 10-wheel freight locomotives were built at the company's shops, of which 10 were furnished to the Pittsburgh and Connellsville Railroad; the remaining 11 were added to the equipment of the Main Line, making the total number at the

close of the year 335—of these 55 were passenger and 280 freight locomotives; 293 were first-class, 34 second-class and 8 third-class. On the Central Ohio Division there were 31, and on the Lake Erie Division 9—making a total of 375.

The number of cars in service at the commencement of the year was 5,637; to which there were added in 1871, 843—making the total at the close of the year, 6,480; of these 160 were passenger, 31 mail, baggage, etc., 1 post-office, 1 pay, 8 officers', 6 palace, 1 compartment, and 6,272 tonnage, stock, coal and other cars. There were also on the Central Ohio Division 379 cars of all classes, and on the Lake Erie division 229—making a total of 7,088.

The mileage of engines in 1870 and 1871 was as follows:

	1870.	1871.
Main Stem.....	\$6,749,884	\$7,871,264
Washington Branch.....	429,686	449,975
Parkersburg Branch.....	761,884	886,847

Total.....	\$7,941,374	\$9,187,586
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The great bridge over the Ohio river, which connects the Parkersburg branch with the Marietta and Cincinnati road, was completed and opened for traffic on the 7th day of January, 1871. The equally superior structure connecting the Main Stem with the Central Ohio Road, at Bellaire, was completed on the 21st day of June, 1871. The cost of these bridges was \$2,337,156 80.

A full description of these splendid structures is furnished in the report of the Road Department. Their massive masonry and superior character in every particular insured the excellent results which are daily flowing from their increasing use.

To the Chief Engineer, Mr. James L. Randolph, and to the Master of Road, Mr. John L. Wilson, and their assistants, much credit is due for the perfection of the plans and successful construction of these great works.

The Pittsburgh and Connellsville Road, now known as the Pittsburgh, Washington and Baltimore Railroad, was opened for business in May last. The developments of its trade are large, and demand a rapid increase of plant. The road is being supplied with additional locomotives and cars, and it is believed that the sanguine expectations entertained regarding the results of that important line, will be ultimately realized. Arrangements are progressing for the extension of this road through Pittsburgh to the great Northwest.

It is expected that the construction of the Baltimore, Pittsburgh and Chicago Railroad, fraught as the enterprise will be with such vast advantages to all the extensive and varied interests with which it is to be connected, will be rapidly effected.

The heavy and difficult work upon the Metropolitan Branch Railroad has been vigorously prosecuted.

The expenditures amount to \$1,547,565 02. Large forces are engaged, and the construction will be continuously pressed, so that this important and commanding line will be completed, if practicable, in April next.

Investments have been made in original capital, and continuously, for arching the tunnels, perfecting the tracks and works of the Parkersburg Branch Road, and in constructing the bridge for its connection with the Marietta and Cincinnati Railroad, of more than nine millions of dollars.

Much assistance has also been extended to the Marietta and Cincinnati Railroad Company for the improvement of that line.

Large as have been these expenditures, the wisdom of the policy pursued by the Company has been shown not only by a constantly-expanding traffic, and its effect upon the prosperity of the cities of Cincinnati and Baltimore and of the intermediate territory, but the singular directness and importance of the line has commanded the legitimate fruit of securing its practical extension from Cincinnati to Louisville and St. Louis.

On July 23d last, the Ohio and Mississippi Railroad, which, including its Louisville Branch, is 893 miles in length, altered its gauge from six feet to four feet nine inches, to correspond with our line from Baltimore to Cincinnati.

Prior to that period, that important road having the same broad gauge, maintained its chief business by the Atlantic and Great Western and the New York and Erie Roads, with the city of New York.

The superior advantages offered, through the direct and admirable route of the Baltimore and Ohio Railroad to the port of Baltimore, caused the managers of the Ohio and Mississippi Railroad Company to change the gauge, obtain the required rolling stock to suit that change, and thus practically assist the merchants of St. Louis and the consumers and producers of the vast regions of which that city is the entrepot, to avail of the great economies of transportation produced by the difference of distance of 272 miles in favor of their route to Baltimore, by the Baltimore and Ohio Railroad, compared with their former connection by the Atlantic and Great Western and the New York and Erie Railroads, to the city of New York.

Commerce of New York.

We give below, from the *New York Journal of Commerce*, a statement of the Commerce of New York for 1871, in comparison with that for the five preceding years. The following is a comparative table showing the relative totals imported at New York in each year since 1850:

Year.	Dutiable.	Free Goods.	Specie.	Total.
1851.	\$119,592,264	\$9,719,771	\$2,049,543	\$131,361,578
1852.	115,336,052	12,105,342	2,408,225	129,849,619
1853.	179,512,412	12,156,387	2,429,083	194,097,652
1854.	163,494,954	15,768,916	2,107,572	181,371,472
1855.	142,900,661	14,103,946	855,631	157,860,238
1856.	193,839,646	17,902,578	1,814,425	213,556,649
1857.	196,279,362	21,440,794	12,898,033	230,618,129
1858.	126,578,256	22,024,691	2,264,120	152,867,067
1859.	213,640,363	28,705,732	2,816,421	245,165,516
1860.	201,401,653	28,006,447	8,852,330	238,260,460
1861.	95,326,459	30,353,918	37,088,413	162,768,790
1862.	149,970,415	23,291,626	1,390,277	174,652,317
1863.	174,521,766	11,567,000	1,525,811	187,614,577
1864.	204,128,236	11,731,902	2,265,622	218,125,760
1865.	212,208,301	10,410,837	2,123,281	224,742,419
1866.	284,033,567	13,001,588	9,578,029	306,613,184
1867.	238,975,955	11,044,181	3,306,339	252,648,475
1868.	232,344,418	11,764,027	7,035,389	251,193,834
1869.	275,779,976	14,789,235	15,788,462	306,357,673
1870.	289,618,878	13,716,500	11,864,644	315,200,022
1871.	349,635,398	23,878,294	6,348,608	384,862,300

In the above table are included, under the head of dutiable, the duty-paying goods entered directly for consumption, as well as those entered for warehousing; these, with the free goods and specie, make the total entered at the port. All the figures referring to the imports represent only their foreign gold cost, freight and duty unpaid. The specie and bullion landed here, came mostly in transit to foreign ports, and most of it will be found again among the exports.

The following table will show the classification of imports at New York for the years—

	1869.	1870.	1871.
Dry goods.	\$94,726,417	\$109,498,523	\$182,480,777
Gen. mdze.	195,842,794	198,836,855	246,032,915
Specie....	15,788,462	11,864,644	6,348,608

Total.... \$306,857,673 \$315,200,022 \$384,862,300

The following is a quarterly statement of the exports from New York to foreign ports, exclusive of specie, for the years named:

Quarter.	1869.	1870.	1871.
1st.....	\$36,566,924	\$40,776,407	\$59,716,950
2d.....	48,705,409	47,514,407	55,344,997
3d.....	54,933,449	46,241,887	58,248,492
4th.....	55,021,124	61,418,082	61,360,798

Total.... \$195,226,706 \$195,945,783 \$234,666,287

Foreign imports entered at New York during the years 1866, 1867, 1868, 1869, 1870 and 1871:

	1866.	1867.	1868.	1869.	1870.	1871.
January	\$18,556,726	\$11,046,856	\$7,855,830	\$11,698,755	\$11,970,771	\$14,169,556
February	17,389,505	13,364,912	10,386,053	14,205,473	13,739,351	16,995,041
March	15,200,509	11,373,974	11,999,520	17,890,058	14,447,775	22,659,471
April	13,366,446	10,800,747	9,652,649	13,836,593	14,423,458	18,516,940
May	13,563,551	9,138,747	10,244,318	12,514,151	13,027,399	16,544,919
June	10,682,723	8,947,379	8,786,471	10,510,444	12,267,273	14,778,135
July	14,304,403	11,036,960	12,193,589	12,560,232	13,579,723	16,410,318
August	14,560,161	13,547,834	14,005,112	15,895,735	18,122,322	23,609,684
September	13,228,489	13,149,846	14,152,546	12,935,666	17,745,075	21,432,482
October	13,812,206	10,224,405	11,294,439	10,288,541	14,087,056	17,432,743
November	10,688,544	8,193,013	9,707,521	11,015,790	14,004,294	13,123,708
December	8,447,064	6,416,343	7,458,965	9,050,463	12,716,366	11,643,251

Total..... \$153,800,629 \$127,541,016 \$127,737,013 \$152,434,901 \$170,730,863 \$207,287,248

	ENTERED FOR CONSUMPTION.	ENTERED WAREHOUSE.	FREE GOODS.	SPECIE.	
January	\$9,057,702	\$6,647,871	\$1,243,777	\$1,102,271	\$11,058,118
February	11,211,014	9,297,632	8,548,655	9,334,667	13,046,484
March	9,539,100	9,069,756	12,391,956	11,826,891	13,271,955
April	10,159,657	13,327,839	10,780,668	16,497,691	12,023,601
May	13,902,407	10,896,675	10,541,079	12,876,131	14,842,869
June	10,967,050	10,478,305	10,063,867	12,380,145	10,484,645
July	11,301,274	11,226,514	10,573,083	10,705,702	10,042,048
August	8,123,466	9,340,292	8,280,600	10,008,548	9,965,682
September	7,817,045	6,676,707	6,804,640	8,840,059	7,748,840
October	8,113,869	7,096,411	6,850,499	5,841,349	7,163,067
November	8,345,859	6,414,609	7,050,229	6,913,527	9,886,963
December	10,105,018	5,931,115	5,325,282	7,925,576	8,701,333

Total..... \$120,232,938 \$110,756,939 \$104,607,405 \$123,345,075 \$118,888,015 \$142,348,150

	FREE GOODS.	ENTERED WAREHOUSE.	FREE GOODS.	ENTERED WAREHOUSE.	FREE GOODS.
January	\$1,238,757	\$717,810	\$778,296	\$1,243,777	\$1,102,271
February	1,504,253	918,364	718,777	1,190,397	757,538
March	1,179,177	923,377	821,682	1,702,591	979,288
April	1,152,633	1,232,997	964,488	1,202,080	1,006,554
May	959,416	1,140,103	867,657	1,256,112	1,115,039
June	1,002,330	1,043,040	783,149	1,277,514	1,475,026
July	899,549	766,786	1,094,543	1,214,472	988,444
August	931,877	844,664	828,188	1,322,924	1,141,295
September	840,082	854,987	1,421,652	1,200,764	1,409,353
October	1,471,951	754,881	1,294,991	879,329	1,193,348
November	873,514	1,032,066	1,323,254	1,151,880	1,491,905
December	947,999	765,106	847,350	1,147,395	1,050,409

Total..... \$13,001,588 \$11,044,181 \$11,764,027 \$14,789,235 \$13,716,500 \$28,878,294

	SPECIE.	ENTERED WAREHOUSE.	SPECIE.	ENTERED WAREHOUSE.	SPECIE.
January	\$72,771	\$126,719	\$136,574	\$221,278	\$1,523,856
February	172,122	136,491	415,875	1,852,755	1,536,442
March	285,564	145,867	1,299,776	1,771,688	2,441,679
April	161,817	271,710	871,079	4,818,287	805,025
May	393,073	376,725	477,485	403,267	667,807
June	94,549	499,184	838,111	914,005	188,150
July	345,961	56,606	126,442	202,487	194,990
August	269,221	540,244	846,821	159,927	430,726
September	5,193,473	345,669	906,558	1,364,904	592,496
October	1,434,158	362,789	554,862	3,580,817	417,860
November	802,937	191,319	220,316	156,256	2,734,075
December	352,093	263,016	891,490	312,731	331,538

Total..... \$9,578,020 \$3,306,339 \$7,085,389 \$15,788,462 \$11,864,644 \$6,348,608

	TOTAL IMPORTS.	WITHDRAWN FROM WAREHOUSE.	TOTAL IMPORTS.	WITHDRAWN FROM WAREHOUSE.	TOTAL IMPORTS.
January	\$30,109,830	\$20,979,087	\$15,418,571	\$22,542,529	\$24,725,375
February	30,692,557	25,630,781	20,818,337	25,827,280	25,367,998
March	26,204,940	21,512,974	26,512,934	34,793,290	29,695,633
April	24,340,605	25,633,293	22,268,884	36,354,651	29,372,299
May	28,818,447	21,852,250	22,150,539	27,049,661	25,284,415
June	22,736,652	20,967,908	20,471,598	25,082,108	24,415,094
July	26,851,187	23,086,866	23,987,657	24,682,893	24,805,205
August	23,884,665	24,273,034	23,960,721	27,387,134	30,260,025
September	27,079,069	21,027,209	23,295,396	24,344,393	27,495,764
October	24,632,184	18,438,486	19,994,790	20,590,036	22,861,331
November	20,710,854	16,871,007	18,301,320	19,237,483	28,117,237
December	19,852,174	13,375,580	14,023,087	18,466,215	22,799,646

Total..... \$306,613,184 \$252,648

RECEIPTS OF CUSTOMS AT NEW YORK.

	1867.	1868.	1869.	1870.	1871.	
January	\$9,472,248 48	\$7,133,428 42	\$9,615,894 43	\$9,840,502 99	\$12,010,020 67	
February	11,466,418 42	9,699,752 39	11,996,628 46	11,750,424 06	12,258,147 69	
March	11,977,418 19	11,195,861 33	13,027,672 02	11,977,323 42	15,305,799 14	
April	9,372,701 48	10,023,029 37	10,727,099 86	12,799,598 49	12,535,090 06	
May	9,340,766 73	9,723,476 45	9,698,820 34	11,473,412 25	11,490,140 42	
June	7,725,135 60	7,678,200 69	8,411,244 83	9,740,549 89	10,092,909 95	
July	9,505,432 94	9,237,920 50	10,045,078 14	10,592,841 37	11,934,957 33	
August	12,623,300 45	11,995,596 18	13,845,030 69	15,078,512 90	16,932,839 65	
September	11,712,164 78	12,916,782 29	11,975,804 75	14,182,516 12	15,733,891 86	
October	8,682,889 05	10,059,277 34	10,554,660 92	11,161,364 60	12,066,671 30	
November	6,931,212 90	7,309,086 88	8,540,788 60	9,017,582 32	9,365,044 55	
December	5,276,301 32	6,327,300 78	6,590,945 65	7,696,126 44	8,044,777 08	
Total	\$114,085,990 34	\$113,296,712 62	\$125,019,718 69	\$135,310,995 85	\$147,770,289 68	

Exports from New York to foreign ports during the years 1866, 1867, 1868, 1869, 1870, and 1871:

DOMESTIC PRODUCE.

	1866.	1867.	1868.	1869.	1870.	1871.	
January	\$19,784,997	\$12,911,639	\$13,766,496	\$12,672,824	\$11,833,151	\$18,370,758	
February	16,768,120	14,615,040	13,543,674	10,507,041	11,180,695	18,259,723	
March	23,291,458	19,679,955	12,882,808	11,942,672	14,965,213	21,211,713	
April	22,526,822	16,979,383	13,976,761	14,671,026	13,741,650	17,923,694	
May	12,281,623	12,615,022	14,297,029	15,443,499	14,167,414	17,066,928	
June	9,601,089	14,346,769	10,634,544	16,555,107	16,811,500	17,432,767	
July	13,057,476	13,666,093	10,538,848	18,450,323	15,965,557	17,147,740	
August	12,646,004	12,116,096	12,750,918	17,975,524	12,599,436	18,800,769	
September	1,635,610	11,102,100	11,316,492	16,510,324	15,157,390	20,100,569	
October	14,593,664	16,679,540	13,954,602	18,419,645	16,018,569	21,755,792	
November	13,651,464	20,056,540	13,881,126	16,836,617	24,125,836	18,603,795	
December	16,817,615	13,442,177	14,523,280	17,828,174	19,173,650	18,778,999	
Total	\$186,655,969	\$178,210,409	\$156,075,578	\$187,812,776	\$185,740,061	\$225,553,247	

FOREIGN FREE.

	1866.	1867.	1868.	1869.	1870.	1871.	
January	\$38,301	\$114,207	\$12,680	\$7,965	\$63,623	\$43,412	
February	26,605	36,803	36,387	4,941	46,162	29,805	
March	57,167	31,133	24,761	31,102	50,590	121,098	
April	130,254	38,389	113,489	4,600	45,157	97,823	
May	131,393	23,492	183,986	49,261	29,879	169,250	
June	55,074	43,214	32,946	59,001	38,395	71,712	
July	27,269	20,168	37,975	27,020	24,522	121,536	
August	50,720	24,096	18,192	54,356	23,116	148,519	
September	29,373	9,498	80,593	16,960	11,451	193,707	
October	32,061	4,446	10,822	71,862	1,905	15,092	
November	64,001	8,515	9,763	44,159	1,963	64,464	
December	44,265	82,694	39,330	37,433	16,721	56,845	
Total	\$706,483	\$436,655	\$600,924	\$408,660	\$352,034	\$1,133,263	

FOREIGN DUTIABLE.

	1866.	1867.	1868.	1869.	1870.	1871.	
January	\$284,909	\$422,751	\$669,151	\$472,228	\$996,392	\$423,706	
February	400,782	800,663	441,528	312,830	713,289	450,214	
March	320,165	764,138	655,881	615,121	927,292	806,521	
April	654,019	845,824	648,960	733,461	911,018	908,557	
May	567,872	665,031	852,544	583,846	918,306	783,607	
June	606,255	713,137	641,409	605,608	851,068	890,659	
July	401,724	382,695	444,735	604,923	727,794	600,377	
August	226,786	717,161	558,078	594,339	808,944	461,249	
September	306,244	890,851	803,255	699,680	923,627	569,026	
October	186,103	797,235	740,477	577,743	638,930	585,343	
November	268,600	610,460	517,907	512,226	785,553	564,328	
December	551,657	533,115	415,675	693,260	651,405	936,140	
Total	\$4,967,102	\$8,142,961	\$7,389,600	\$7,005,270	\$9,853,633	\$7,979,727	

SPECIE AND BULLION.

	1866.	1867.	1868.	1869.	1870.	1871.	
January	\$2,706,336	\$2,551,351	\$7,349,825	\$3,214,380	\$2,683,392	\$2,149,211	
February	1,807,030	2,124,461	4,203,625	3,232,083	2,194,256	4,022,066	
March	1,045,039	1,891,141	3,694,912	2,389,968	1,521,601	7,569,880	
April	588,875	2,261,283	6,095,179	1,767,601	1,698,616	9,593,029	
May	23,744,194	9,043,154	15,936,231	2,512,330	4,485,373	9,165,698	
June	15,890,956	6,724,272	11,823,628	2,335,531	4,257,362	8,604,738	
July	5,821,459	13,519,894	10,584,558	6,474,624	16,922,451	11,233,695	
August	1,587,851	1,714,594	4,690,989	3,027,940	10,548,076	2,701,287	
September	834,550	2,201,958	1,954,723	1,763,171	4,616,856	2,130,320	
October	1,463,450	1,182,031	1,608,739	2,531,076	2,416,356	2,086,891	
November	3,776,690	1,733,261	1,181,085	1,126,845	4,896,257	2,124,539	
December	3,297,270	6,854,548	1,717,905	1,732,899	1,950,879	2,034,192	
Total	\$62,553,700	\$51,801,948	\$70,841,599	\$32,108,448	\$58,191,475	\$63,855,546	

TOTAL EXPORTS.

	1866.	1867.	1868.	1869.	1870.	1871.	
January	\$22,814,543	\$15,999,998	\$21,798,152	\$16,367,397	\$15,576,558	\$20,987,087	
February	19,002,537	17,576,967	18,225,414	14,056,595	14,134,402	22,761,808	
March	24,713,856	22,366,367	17,255,362	14,978,863	17,464,696	29,709,212	
April	23,899,970	20,124,879	20,834,389	17,176,688	16,396,441	28,523,103	
May	36,937,067	22,346,699	31,269,790	18,588,936	19,600,972	27,635,483	
June	26,153,374	21,827,392	23,132,527	19,555,247	21,958,345	26,999,876	
July	19,307,928	27,588,755	21,606,116	25,556,890	33,640,324	29,103,348	
August	14,511,361	14,571,947	18,018,177	21,652,159	23,979,572	22,211,824	
September	12,805,773	14,204,407	14,155,063	18,990,135	20,709,324	22,993,622	
October	16,275,283	18,663,252	16,314,640	21,600,331	19,075,760	24,443,118	
November	17,750,755	22,408,776	15,589,881	18,519,847	29,809,609	21,357,126	
December	20,710,807	20,912,534	16,705,190	20,291,766	21,791,205	21,806,176	
Total	\$254,883,264	\$233,591,973	\$234,907,701	\$227,335,154	\$254,137,208	\$298,531,783	

Railroads in Minnesota.

EXTRACT FROM THE MESSAGE OF THE GOVERNOR.

During the past year there have been 457 miles of railroad completed and put in operation in this State, as follows:

	Construct- ed in 1871.	Previously constructed.	Length of line com- pleted.
St. Paul and Sioux City	0	122	122
Sioux City and St. Paul	56	0	56
Winona and St. Peter	28	189	185
First Division St. Paul and Pacific, (Main Line)	72	185	207
First Division St. Paul and Pacific, (Branch Line)	0	76	76
Hastings and Dakota	20	28	48
St. Paul and Chicago	464	55	1014
St. Paul, Stillwater and Tay- lor's Falls	18	0	18
Stillwater and St. Paul	0	18	18
Minneapolis and Duluth	13	0	13
Minneapolis and St. Louis	28	0	28
Lake Superior and Mississippi	0	155	115
Southern Minnesota	0	167	167
Milwaukee and St. Paul</td			

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867.	38,169	51,831	60,029	81,166	95,828	121,702	174,812	181,297	200,560	212,109	128,166	75,871	1,470,653
1868.	64,463	86,937	81,396	96,451	106,835	104,729	259,590	251,832	262,770	29,422	286,562	342,743	2,300,767
1869.	212,604	218,962	201,308	486,048	668,270	556,050	532,667	511,854	609,788	579,642	535,566	467,659	5,670,852
1870.	413,104	394,176	488,333	683,758	768,711	729,274	783,099	807,815	777,183	828,447	746,800	612,808	7,983,513
1871.	536,498	481,085	580,349	766,250	917,760	807,257	807,238	1,006,373	1,032,801	1,005,475	898,862	549,202	9,399,983
Chicago and A. ton:													
1863.	109,850	101,366	104,372	122,084	132,301	145,542	149,137	157,948	170,044	170,910	156,869	153,294	1,673,706
1864.	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,195	354,554	320,879	307,803	252,015	2,770,484
1865.	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,223	357,956	307,919	236,824	3,840,092
1866.	226,153	222,241	290,111	269,249	329,861	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867.	245,787	157,532	235,901	282,165	356,510	384,358	354,244	415,982	408,999	426,762	359,102	330,169	3,892,861
1868.	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,748	409,569	361,707	4,508,643
1869.	343,182	315,099	388,727	328,390	345,833	402,864	351,045	493,232	506,623	486,212	397,515	340,851	4,681,563
1870.	281,109	516,037	342,597	343,039	408,656	418,709	506,681	497,515	475,608	441,197	404,264	4,849,405	
1871.	343,550	340,301	384,372	393,654	465,780	468,582	535,842	520,278	505,904	459,576	483,066	369,420	5,257,315
Chicago and Northwestern:													
1863.	.....	.....	.....	.....	.....	366,100	281,334	206,169	473,180	551,122	435,945	407,088	2,811,541
1864.	273,376	317,839	390,355	421,363	466,830	565,145	480,710	510,308	689,605	729,750	716,378	563,400	6,114,566
1865.	541,006	482,104	499,296	468,358	555,623	747,942	702,091	707,508	946,707	932,683	754,671	547,842	7,976,490
1866.	523,566	399,917	523,845	527,519	858,948	926,983	808,524	797,475	1,000,086	1,200,216	1,010,592	712,359	9,299,430
1867.	696,147	574,664	765,398	774,250	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1868.	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,004,987	13,38,71
1869.	892,093	830,287	1,142,166	1,112,190	1,286,444	1,251,961	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,355,467
1870.	706,025	753,782	858,359	929,077	1,177,807	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,087,964	773,491	12,203,40
1871.	655,428	602,82	774,944	787,641	1,094,101	952,849	1,093,337	1,281,574	1,047,318	1,008,235	842,012	10,997,868	
Cleveland, Col., Cin. and Indianapolis:													
1868.	242,206	236,160	242,509	230,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869.	204,112	180,840	239,522	247,611	241,450	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,665
1870.	203,099	226,597	244,182	24,046	2,0189	274,021	249,355	319,012	317,857	339,239	319,573	284,156	3,272,719
1871.	270,204	266,863	315,149	295,460	281,491	285,775	314,850	366,769	374,671	338,723	340,625	317,773	3,765,543
Illinois Central:													
1862.	190,130	238,637	181,084	191,648	206,246	269,282	261,079	321,788	414,543	410,320	372,598	359,463	3,445,827
1863.	289,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864.	327,900	416,589	459,762	423,797	406,373	510,100	423,575	640,179	799,236	661,391	657,141	688,402	6,329,447
1865.	571,536	528,972	616,664	610,608	460,573	617,682	578,403	747,469	739,736	641,589	643,837	518,088	7,181,208
1866.	603,056	505,206	505,465	411,605	569,250	567,679	480,626	578,253	571,348	601,971	588,219	504,066	6,646,741
1867.	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,932
1868.	587,443	536,105	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869.	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	919,401	914,406	814,413	696,672	8,523,482
1870.	623,383	661,789	801,126	565,087	684,589	712,647	627,216	809,062	903,225	811,708	697,751	8,678,058	
1871.	639,641	606,845	588,661	696,446	739,989	714,854	828,205	855,845	761,904	719,909	.....	.....
Marietta and Cincinnati:													
1866.	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,982	123,802	1,201,239
1867.	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1868.	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,566	121,519	125,065	119,169	121,408	1,284,096
1869.	98,517	91,666	103,558	109,526	111,023	118,648	114,496	129,388	140,473	132,669	131,019	109,629	1,390,522
1870.	90,177	98,275	101,379	103,246	110,213	111,117	111,127	118,407	132,985	135,531	144,023	141,376	1,418,869
1871.	130,883	126,224	140,740	115,173	119,650	118,672	127,341	175,438	172,567	169,820	169,820	1,690,714	
Michigan Central:													
1862.	230,150	150,658	161,902	175,600	180,039	174,002	172,189	216,624	295,966	322,360	307,474	265,634	2,650,702
1863.	242,073	246,858	236,432	238,496	236,463	206,221	193,323	215,449	308,168	375,488	339,794	316,186	3,168,066
1864.	242,435	278,848	348,802	328,276	271,553	265,780	263,244	346,781	408,445	410,802	4,510	3,647,046	
1865.	306,324	279,137	344,228	337,241	401,466	365,663	320,105	413,501	476,661	490,694	447,370	328,870	4,520,550
1866.	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414,604	306,669	4,260,115
1867.	304,095	285,661	375,210	362,783	383,952	284,977	313,021	398,968	446,778	506,296	412,934	330,373	4,371,03
1868.	343,316	304,515	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869.	384,120	320,636	386,527	411,514	403,646	366,623	329,950	363,669	473,546	490,772	448,419	374,542	4,744,164
1870.	337,992	329,128	384,431	4,030,200	405,283	386,187	320,891	378,880	487,990	511,447	453,873	387,827	4,755,958
1871.	418,755	442,006	441,656	470,703	480,547	427,096	422,515	529,390	582,802	533,506	.....	.....
Milwaukee and St. Paul:													
1867.	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1868.	369,228	321,203	335,508	436,412	565,718	458,191	423,398	522,682	1,024,048	1,037,484	566,917	468,880	6,117,616
1869.	454,500	380,400	420,951	460,288	630,844	578,923	586,531	525,647	724,732	1,040,102	801,155	493,563	7,230,089
1870.	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	803,318	908,313	791,014	529,758	7,420,421
1871.	396,700	327,431	377,571	483,884	662,567	481,113	506,557	515,345	841,150	644,625	473,295	6,668,056	
Ohio and Mississippi:													
1864.	210,329	260,466	309,261	269,444	224,963</td								

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

PASSENGER RAILROAD BOND LIST

Years' ending	Length equiv. single track	Horses and Dummies	Cars.	COMPANIES				Cost of Road and Equipment	Share Capital	Indebtedness	Earnings.			Dividends on paid Capital	Value of Shares.	COMPANIES				Amount outstanding	Interest Rate	Payable	Unpaid Payable	Interest Paid	
				No.	156	110,300	40,000				Gross.	Net	Dividends on paid Capital	Par.	Paid.	Market	No.	156	110,300	40,000	Gross.	Net	Dividends on paid Capital	Par.	Paid.	Market
Sept. 30, '70	7.25	94	14	Albany	N.Y.	156,100	\$	\$	\$	87,061	22,598	5	100	100	...	Albany	0	pc	40,000	7	J. & J.	18-	...
Sept. 30, '70	0.96			Albany st. Freight (Uton) Mass.	47,735	75,000					1,136	2,654	557	100	100	...	Bleeker St. & Fulton Ferry	1st Mortgage	694,000	7	J. & J.	187	...		
Oct. 31, '70	3.41	11	4	Allentown	Pa.	30,118	30,500				12,733	1,886	100	100	100	...	Broadway (Brooklyn)	1st Mortgage	100,000	7	J. & J.	1881	...	
Dec. 31, '68	31.06	479	73	Baltimore City	.....	Md.						480,046	6	100	100	24	Broadway and 7th Avenue	1st Mortgage	500,000	7	J. & D.	1884	...	
Sept. 30, '70	22.00	412	58	Bleek st. & F.F. (N.Y.C.) N.Y.	1,975,049	900,000	694,000				316,259	64,828	100	100	100	...	Brooklyn, Bath & Coney I.	1st Mortgage	80,000	7	J. & J.	18-	...		
Sept. 30, '70	3.36			Boston and Chelsea	Mass.						4,400	4,004	4	100	100	...	Brooklyn City	1st Mortgage	300,000	7	J. & J.	1882	...	
Sept. 30, '70	2.75			Boston & West Roxbury Mass.	41,000	41,000										Bklyn City, Hun.Pt. & P.P.	1st Mortgage	379,000	7	M. & N.	187	...			
Sept. 30, '70	10.76	192	49	Broadway (Brooklyn)	.....	N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	...	Brooklyn and Jamaica	1st Mortgage	300,000	7	J. & J.	1890	...	
Sept. 30, '70	16.00	798	112	B'dway & 7th Av. (N.Y.C.) N.Y.	683,894	2,100,000	1,500,000	100,000	707,983	242,248	6	100	100	...	Brooklyn City & Newtown	1st Mortgage	200,000	7	J. & J.	1875	...				
Sept. 30, '70	7.00			Brooklyn City	.....	N.Y.	180,855	170,000	80,000	91	35,842	8,514	100	100	100	...	Brooklyn & Rockaway B'ch	1st Mortgage	81,500	7	J. & J.	18-	...	
Sept. 30, '70	72.00	1412	297	B'klyn City	.....	N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,984	111,533	120	100	100	...	Buffalo street	1st Mortgage	341,500	7	J. & D.	1881	...	
Sept. 30, '70	24.33	211	49	B'klyn City, Hun. P. & P. N.Y.	685,864	300,000					30,448	18,956	24,058	100	100	...	Cambridge (Boston)	1st Mortgage	150,000	7	J. & J.	1885	...		
Sept. 30, '70	11.00	190	41	Brooklyn City & Newtown N.Y.	600,000	600,000					24,048	160,922	23,653	100	100	...	Central Park, N. & E. River	1st Mortgage	628,000	7	J. & J.	1874	...		
Sept. 30, '70	6.00			B'klyn Flatb' & Coney Isl. N.Y.	106,000	180,000									Citizens' (Pittsburg)	1st Mortgage	60,000	7	J. & J.	1870	...				
Sept. 30, '70	24.09	190	39	Brooklyn and Jamaica	.....	N.Y.	1,288,100	488,100	800,000						Coney Island and Brooklyn	1st Mortgage	214,000	7	J. & J.	1873	...			
Sept. 30, '70	4.50			Brooklyn & Rockaway B'ch N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	100	100	100	...	D. Dock, E. Bdw. & Battery	1st Mortgage	700,000	7	J. & J.	18-	...				
Sept. 30, '70	15.21	182	52	Buffalo street	.....	N.Y.	415,121	73,000	341,464	14,927	164,622	19,466	100	100	100	...	Eighth Avenue (N. Y.)	1st Mortgage	208,000	7	J. & J.	18-	...	
Sept. 30, '70	7.50	89	20	Bushwick (Brooklyn)	.....	N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7	100	100	...	42d st. & G'd st. Ferry (N.Y.)	1st Mortgage	160,000	7	J. & J.	1873	...	
Sept. 30, '70	27.43			Cambridge (Boston)	.....	Mass.	734,971	727,800	150,000	74					Real Estate	1st Mortgage	65,000	7	var.	var.	...			
Sept. 30, '70	3.26	20	4	Central City (Syracuse)	.....	N.Y.	1,029,175	1,068,400	626,000	60,199					Frankford and Southwark	1st Mortgage	187,500	7	J. & J.	1877	...			
Sept. 30, '70	36.00	761	141	Cent. P. & E. R. (N.Y.C.) N.Y.	244,885	184,000					155,156	42,958	16,133	50	100	...	Germanatown	1st Mortgage	250,000	7	J. & J.	1877	...		
Oct. 31, '70	7.25	250	50	Citizens' (10th & 11th sts.) (Ph.) Pa.	707,264	192,750					151,773	76,780	36,3	50	100	...	1st Mortgage	250,000	7	J. & J.	1877	...			
Oct. 31, '70	9.06	152	34	Citizens' (Pittsburg)	.....	Pa.	244,885	184,000	60,000	7,700					Green and Coates (Phila.)	1st Mortgage	100,000	7	J. & J.	1878	...			
Sept. 30, '70	14.83	210	15	Coney Island (Brooklyn)	.....	N.Y.	647,363	500,000	214,000	38,233	147,669	17,414	100	100	100	...	Grand st. and Newtown	1st Mortgage	100,000	7	J. & J.	1878	...	
Sept. 30, '70	22.79	819	108	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	909,871	1,200,000	700,000	30,000	703,274	124,300	8	100	100	...	Harl. Br. Morris' & Fordh.	1st Mortgage	90,000	7	J. & J.	18-	...				
Sept. 30, '70	3.50	12	4	Dunkirk and Fredonia	.....	N.Y.	42,551	34,825			5,544	4,106	7	100	100	...	Hector, Mant. & Fairm.	1st Mortgage	138,000	7	J. & J.	1877	...	
Sept. 30, '70	11.75	12	2	East New York & Jamaica N.Y.	257,698	171,700	82,700	1,619	27,701	4,241	50	100	100	...	1st Mortgage	208,000	7	J. & J.	18-	...					
Oct. 31, '70	1.63	12	3	Easton and S. Easton	.....	Pa.	25,230	29,562			9,799	2,577	5,25	100	100	...	42d st. & G'd st. Ferry (N.Y.)	1st Mortgage	160,000	7	J. & J.	1873	...	
Sept. 30, '70	18.00	867	161	Eighth Avenue (N.Y. City) N.Y.	1,540,173	1,000,000	203,000	30,000	81,442	182,523	120	100	100	...	Real Estate	1st Mortgage	65,000	7	var.	var.	...				
Dec. 31, '70	6.00			Elizabeth & Newark	.....	Pa.	32,291	19,807	20,296	16,143		50	9		Frankford and Southwark	1st Mortgage	187,500	7	J. & J.	1877	...			
Oct. 31, '70	2.21	19	5	Eric City	.....	Pa.	44,763	29,335	10,000		12,327	2,185	100	100	100	...	1st Mortgage	25,000	7	J. & J.	1877	...		
Sept. 30, '70	2.70	20	4	Fifth Ward (Syracuse)	.....	N.Y.	1,052,479	748,000	215,000		384,800	93,276	10,0	100	100	...	1st Mortgage	100,000	7	J. & J.	1878	...		
Sept. 30, '70	9.03	232	54	42d st. & Gr'd st. (N.Y.C.) N.Y.	786,242	491,750	187,500	30,000	74,945	7,594	100	100	100	...	Grand st. and Newtown	1st Mortgage	167,000	7	J. & J.	1876	...				
Oct. 31, '70	17.04	301	45	Frankford & Southwark (Ph.) Pa.	60,249	41,955	12,864	1,240	5,997	2	25	24	100	100	...	Harl. Br. Morris' & Fordh.	1st Mortgage	90,000	7	J. & J.	18-	...			
Oct. 31, '70	3.26	26	6	Genesee & Water st. (Syr.) N.Y.	47,424	42,500	12,700		262,890	49,315	6	50	49	100	100	...	Hector, Mant. & Fairm.	1st Mortgage	138,000	7	J. & J.	1877	...		
Oct. 31, '70	34.26	360	8	Germantown (Phila.)	Pa.	562,270	307,545	350,000		356,759	102,350	19,5	50	15	100	100	...	1st Mortgage	250,000	7	J. & J.	1877	...	
Oct. 31, '70	5.40	155	25	Girard College (Phila.)	.....	Pa.	174,657	170,000			161,905	37,685	6,50	100	100	...	Green and Coates (Phila.)	1st Mortgage	250,000	7	J. & J.	1884	...	
Sept. 30, '70	3.00	90	15	Gr'd st. & Newtown (Bk'n) N.Y.	270,000	170,000	90,000		89,627	8,16	2	100	100	...	Grand st. and Newtown	1st Mortgage	100,000	7	J. & J.	1878	...				
Dec. 31, '70	7.25	200	42	Green and Coates (Phila.)	243,615	150,000	100,000		180,211	32,244	6	50	15	100	100	...	1st Mortgage	100,000	7	J. & J.	1878	...			
Sept. 30, '70	10.00	112	24	Harlin Br. Mort. & F'dham N.Y.	260,682	114,010	134,000	4,000	74,945	7,594	100	100	100	...	Harl. Br. Morris' & Fordh.	1st Mortgage	90,000	7	J. & J.	18-	...				
Oct. 31, '70	2.14	11	4	Harrisburg City	Pa.	60,249	41,955	12,864	1,240	5,997	2	25	24	100	100	...	Hector, Mant. & Fairm.	1st Mortgage	25,000	7	J. & J.	1877	...	
Oct. 31, '70	14.10	236	56	Hast. Mant. & F'mount (Ph.) Pa.	247,248	212,300	80,000	8,000	30,636	16,400	1,200	100	100	...	1st Mortgage	100,000	7	J. & J.	1886	...					
Sept. 30, '70	3.56	22	27	Hast. Mant. & F'mount (Ph.) Pa.	97,835	75,000	40,000	4,000	6,174	5,000	5,000	10,0	50	50	100	100	...	1st Mortgage	30,000	7	J. & J.	1886	...		
Oct. 31, '70	7.29	247	49	Middlesex (Boston)	.....	Mass.	49,180	55,530			42,205	6,185	5,0	100	100	...	Middlesex (Boston)	1st Mortgage, guaranteed	45,872	6	A. & O.	1880	...	
Dec. 31, '70	3.40			Newark and Irvington	.....	N.J.	530,367	400,000	100,000	81,557	172,240	12,419	100	100	100	...	1st Mortgage sinking fund	100,000	6	J. & D.	1884	...		
Sept. 30, '70	12.20	180	53	Ninth Avenue (N.Y. City) N.Y.	476,598	79,320	167,000		121,720	32,244	6	100	100	...	Ninth Avenue (N.Y.)	1st Mortgage	167,000	7	J. & J.	187					

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Mark'd thus (*), are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*...100	\$3,067,800	J. & J.	Jan. '72 3d	Little Miami*...100	\$5,871,450	J. A. J. O.	Jan. '72 2	Warren (N. J.)...100	\$1,800,000	J. & D.	Dec. '71 3d
Allegheny Valley...50	2,216,350	J. & J.	July '71 4	Little Schuylkill*...100	\$2,643,100	J. & J.	Jan. '72 2	Warwick Valley...100	225,000	A. & O.	Oct. '71 2d
Atlanta and West Point...100	1,232,200	J. & J.	July '71 4	Long Island...100	3,000,000	M. & S.	Sept. '71 3	West Jersey...100	1,209,000	F. & A.	Aug. '71 4
Atlantic and Gulf...100	3,691,200	J. & J.	—	Louisv., Clin. and Lex...100	5,123,483	J. & J.	July '69 3	Winchester & Potowac*100	180,000	J. & J.	Jan. '72 3
" " prof.100	821,664	J. & J.	July '71 3d	" pref.100	848,700	J. & J.	Jan. '72 4	Winchester & Strasburg*100	500,000	J. & J.	Jan. '72 3d
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept. '71 2	Louisville & Nashville...100	8,680,912	F. & A.	Aug. '71 4	Worcester and Nashua...7b	1,400,555	J. & J.	Jan. '72 3d
" " new 1876.100	1,500,000	J. & J.	—	Louisv., N. Alb. & Chi...100	3,030,000	J. & D.	Dec. '70 3				
Avon, Genesee & Mt. M.*100	194,250	A. & O.	Oct. '71 1d	Lowell and Lawrence...100	200,000	A. & O.	Oct. '71 3				
Baltimore and Ohio...100	13,161,902	A. & O.	Oct. '71 4	Lykens Valley...100	600,000	F. M. A. N.	Nov. '71 2				
Washington Br...100	1,650,000	A. & O.	Oct. '71 5	Macon and Western...100	2,500,000	J. & D.	Dec. '70 3				
Parkersburg Br. pref.50	5,680,655	J. & J.	—	Maine Central...100	3,400,500	J. & N.	Nov. '71 5				
Parkersburg*...100	600,000	J. A. J. O.	Jan. '72 1	Manchester and Law...100	1,000,000	J. & N.	—				
Blossburg & Corning*...50	250,000	J. & D.	Dec. '71 3	Marietta & Cincinnati...100	1,372,891	J. & S.	—				
Houston and Albany...100	19,150,800	M. & N.	Nov. '71 5	" " 1st pref.50	8,130,719	M. & S.	Sep. '66 3d				
Bos., Clin. & Fitchb. pref.100	623,200	J. & J.	—	" " 2d pref.50	4,460,368	M. & S.	Sep. '66 3d				
Agricultural Br. guar...100	60,000	J. & J.	July '71 3	Massawippi*...100	400,000	F. & A.	Aug. '71 3				
Bost., Conn. & Mont. pref.100	800,000	M. & N.	Nov. '71 3	Memphis & Charleston*25	5,312,725	J. & D.	Jan. '72 3				
Boston and Lowell...100	2,215,000	J. & J.	Jan. '72 4	Michigan Central...100	14,666,848	J. & J.	Jan. '72 5				
Boston and Maine...100	4,471,275	M. & N.	Nov. '71 5	Mill Creek & Minchi*50	323,375	J. & J.	Jan. '72 5				
Boston and Providence...100	2,700,000	M. & N.	Nov. '71 5	Milwaukee and St. Paul...100	11,822,878	J. & J.	Dec. '70 7d				
Buffalo, N. Y. and Erie*...100	960,000	J. & D.	Dec. '71 3d	" " pref.100	10,825,103	J. & J.	January				
Burlington and Mo. Riv...100	1,380,000	J. & J.	Jan. '72 4	M. Hill & Seneyl. Hav*50	3,856,450	J. & J.	Jan. '72 4				
" " pref.100	1,683,400	J. & J.	Jan. '72 4	Morris and Essex*...100	11,900,950	J. & D.	Dec. '71 3				
Camden and Amboy*...100	5,847,900	J. A. J. O.	Jan. '72 7	Nashua and Lowell...100	720,000	M. & N.	Nov. '71 5				
Camden and Atlantic...50	377,100	J. & J.	—	Naugatuck...100	1,864,400	F. & A.	Aug. '71 6				
" " pref.50	752,700	J. & J.	—	Nequechonning Valley*...50	1,000,000	M. & S.	Sept. '71 5				
Cape Cod...60	915,571	J. & J.	Jan. '72 2d	Newark and N. York*...100	977,400	J. & J.	Jan. '72 3d				
Cape May and Millville*50	447,000	J. & D.	Dec. '71 3	N. Bedford & Taunton...100	500,000	M. & N.	July '71 4				
Catasauqua & Fogelsv...50	428,900	Novemb.	Nov. '71 6	N. Castle & Beaver Val*50	1,800,000	J. & J.	Aug. '69 12				
Catawissa*...50	1,159,600	J. & N.	—	N. Haven & Northamp...100	665,000	J. A. J. O.	Oct. '71 2				
" " pref.50	2,200,000	M. & N.	Nov. '71 3d	New Jersey*...100	7,295,200	J. A. J. O.	Jan. '72 7				
Cayuga and Susq*...50	589,100	J. & J.	July '71 4d	New London Northern*100	1,003,500	J. & J.	Jan. '72 4				
Cedar Rapids & Mo. R.*100	6,850,400	F. & A.	Aug. '71 1	N. Y. Cen. & Hudson R...100	45,000,000	A. & O.	Oct. '71 4				
Central of Georgia...100	4,666,800	J & D.	Dec. '71 5	" " Certif.100	44,423,320	A. & O.	Oct. '71 4				
Central of New Jersey...100	16,000,0.0	J. A. J. O.	Jan. '72 3d	New York and Harlem...100	8,500,000	J. & J.	Jan. '72 4				
Central Ohio*...50	2,425,000	J. & D.	Dec. '71 3	" " pref.100	1,500,000	J. & J.	Jan. '72 4				
" " pref.50	400,000	J. & D.	Dec. '71 3	N. York & New Haven...100	9,000,000	J. & J.	Jan. '72 4				
Chemung*...100	380,000	J. & J.	Jan. '72 1	N. Y. Provid. & Boston...100	2,000,000	J. & J.	Jan. '72 4				
Cheshire, preferred...100	2,100,000	J. & J.	Jan. '72 2	Bridge & Canand*100	1,000,000	J. & J.	Jan. '72 3				
Chicago and Alton*...100	8,925,500	M. & S.	Sept. '71 5	North Carolina*...100	4,000,000	Irregular.	July '71 3				
" " pref.100	2,425,400	M. & S.	Sept. '71 5	N. Eastern (N. C.) pref.100	111,000	M. & N.	May '67 4				
Chicago, Bur. & Quincy...100	20,000,000	M. & S.	Sept. '71 5	North Pennsylvania...100	3,150,150	January.	Jan. '72 6				
Chicago, Iowa & Nebraska*100	3,916,310	J. & J.	Jan. '72 6	Northern Central...100	5,000,000	M. & N.	Nov. '71 3				
Chicago & N. Western...100	14,720,560	J. & D.	June '71 5	N. & W. N. H. mph...100	3,068,400	J. & D.	Dec. '71 4				
" " pref.100	2,415,013	J. & D.	Dec. '71 3d	Northern New Jersey*...100	1,000,000	J. & J.	Jan. '72 4				
Chicago, R. I. & Pacific...100	19,000,000	A. & O.	Oct. '71 4	Norwich & Worcester*100	2,364,400	F. & A.	Aug. '71 4				
Cin., Sand. and Clev*...100	3,500,000	A. & O.	Oct. '71 4	Panama...100	7,000,000	J. A. J. O.	Jan. '72 3				
" " pref.50	50,267,830	J. & J.	—	Paterson and Hudson*100	6,051,800	J. & J. O.	Oct. '71 4				
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Feb. '72 3d	Paterson and Newar*...100	630,000	J. & J.	Jan. '72 4				
Cleveland & Mahoning*50	2,057,569	M. & N.	Nov. '71 3d	Pennsylvania...100	1,000,000	J. & J.	Jan. '72 4				
Cleveland & Pittsburg*50	7,494,588	F. M. A. N.	Nov. '71 2	Phil. & Allegh. & Manches...100	4,268,450	J. A. J. O.	Dec. '71 2				
Col., Chic. & Ind. Cen.*100	13,000,000	J. A. J. O.	Oct. '71 2	Phil. & Del. & Grey's Ferry...100	5,000,000	J. & J.	Dec. '71 2				
Columbus and Xenia*100	5,178,500	M. J. S. D.	Sept. '71 2	Phil. & Del. & Reading...100	4,969,020	J. & J.	Dec. '71 2				
Colum. & Hocking Val...100	848,934	J. & J.	—	Phil. & W. B. & Port...100	482,400	J. & J.	Aug. '71 4				
Concord and Ports*...100	1,600,000	M. & N.	Nov. '71 5	Pittsfield & N. Adams...100	4,000,000	J. & J.	Dec. '71 2				
Conn. & P. & New Haven...100	34,000,000	J. & J.	Jan. '72 3	Pittsfield & N. Adams...100	4,000,000	J. & J.	Dec. '71 2				
Connecticut*100	2,084,200	F. & A.	Feb. '72 3	Pittsfield & N. Adams...100	4,000,000	J. & J.	Dec. '71 2				
Cooperstown and Susq...100	207,883	J. & J.	—	Pittsfield & N. Adams...100	4,000,000	J. & J.	Dec. '71 2				
Cumberland and W. Va...100	1,325,030	A. & O.	Oct. '71 4	Pittsfield & N. Adams...100	4,000,000	J. & J.	Dec. '71 2				
Danbury and New Cwl...50	400,000	M. J. S. D.	Dec. '71 4	Pittsfield & N. Adams...100	4,000,000	J. & J.	Dec. '71 2				
Delaware*...100	1,230,941	J. & J.	Jan. '72 3	Pittsfield & N. Adams...100	4,000,000	J. & J.	Dec. '71 2				
Del., Lackaw. & Westn...100	18,608,850	J. & J.	Jan. '72 5	Pittsfield & N. Adams...100	4,000,000	J. & J.	Dec. '71 2				
Detroit & Milwaukee*...5	425,380	J. & J.	—	Pittsfield & N. Adams...100	4,000,000	J. & J.	Dec. '71 2				
" " pref.50	2,096,000	J. & J.	Jan. '72 2	Pittsfield & N. Adams...100	4,000,000	J. & J.	Dec. '71 2				
Erie Railway*...100	18,000,000	F. & A.	Feb. '72 3d	Pittsfield & N. Adams...100	4,000,000	J. & J.	Dec. '71 2				
" " pref.100	8,532,910	F. & A.	Jan. '72 2	Pittsfield & N. Adams...100	4,000,000	J. & J.	Dec. '71 2				
Erie and Pittsburg*...100	1,090,250	M. J. S. D.	Dec. '71 1	Pittsfield & N. Adams...100	4,000,000	J. & J.	Dec. '71 2				
Fitchburg*...100	3,450,000	J. & J.	Jan. '72 4	Pittsfield & N. Adams...100	4,000,000	J. & J.	Dec. '71 2				
Georgia*...100	4,166,000	J. & J.	Jan. '72 4	Pittsfield & N. Adams...100	4,000,000	J. & J.	Dec. '71 2				
Grand River Val. guar...100	1,000,000	J. & J.	—	Pittsfield & N. Adams...100	4,000,000	J. & J.	Dec. '71 2				
Grand Trunk (Ca.)...100	14,367,946	A. & O.	Oct. '71 2	Pittsfield & N. Adams...100	4,000,000	J. & J.	Dec. '71 2				
Great Western (Ca.)...100	19,237,404	F. & A.	Aug. '70 3d	Pittsfield & N. Adams...100	4,000,000	J. & J.	Dec. '71 2				
Hannibal & St. Joseph...100	4,151,700	J. & J.	Jan. '72 3	Pittsfield & N. Adams...100	4,000,000	J. & J.	Dec. '71 2				
" " pref.100	5,078,224	F. & A.	Aug. '70 7	Pittsfield & N. Adams...100	4,000,000	J. & J.	Dec. '71 2				
Hanover Branch, (Pa.)...60	116,850	M. & N.	Nov. '71 5	Pittsfield & N. Adams...100	4,000,000	J. & J.	Dec. '71 2				
Harlem Extension...100	4,000,000	J. & J.	—	Pittsfield & N. Adams...100	4,000,000	J. & J.	Dec. '71 2				
Harrisburg & Lancaster*50	1,152,500	J. & J.	Jan. '72 3	Pittsfield & N. Adams...100	4,000,000	J. & J.	Dec. '71 2				
Hartford & New Haven...100	3,300,000	J. A. J. O.	Jan. '72 3	Pittsfield & N. Adams...100	4,000,000	J. & J.	Dec. '71 2				
" " scrip...50	1,500,000	J. A. J. O.	Jan. '72 3	Pittsfield & N. Adams...100	4,000,000	J. & J.	Dec. '71 2				
Housatonic, pref...100	1,180,000	J. & J.	Jan. '72 5	Pittsfield & N. Adams...100	4,000,000	J. & J.	Dec. '71 2				
" " pref.50	616,000	J. & J.	—	Pittsfield & N. Adams...100	4,000,000	J. & J.	Dec. '71 2				
Huntingdon & B'd Top...50	218,350	J. @ J.	July '68 3d	Pittsfield & N. Adams...100	4,000,000	J. & J.	Dec. '71 2				
Illinois Central...100	2,280,240	F. & A.	Feb. '72 5	Pittsfield & N. Adams...100	4,000,000	J. & J.	Dec. '71 2				
Indianapolis, Clin. & Laf. 50	7,085,497	M. & S.	Sept. '71 4	Pittsfield & N. Adams...100	4,000,000	J. & J.	Dec. '71 2				
Iowa Falls & Sioux City*100	4,625,000	J. & J.	—	Pittsfield & N. Adams...100							

NATIONAL AND STATE SECURITIES.

Amounts outstanding.	Interest.	Payable.	When Payable.	Market Price.	* Indicates that no interest is paid.		Amounts outstanding.	Interest.	Payable.	When Payable.	Market Price.
					Rate.	Market Price.					
National Securities Jan. 1, 1872.											
Loan of June 14, 1858	registered	\$6,045,000	5 Jan. & July.	1874	1094		Maryland—Eastern Shore R. R. Loan.	20,181	5 J. A. J. & O.	1890	
..... coupon		13,955,000	5 " "	1874	110		— Defense Loan Bonds.	3,651,398	5 " "	1883	103
Loan of February 8, 1861	registered	13,729,000	6 Jan. & July.	1880	114		— Southern Relief Bonds.	100,000	6 " "	1873	
..... coupon		4,686,000	6 " "	1880	114		Massachusetts—State Script.	324,000	5 Jan. & July.	14-15	
Oregon War Bonds of March 2, 1861	coupon	945,000	6 Jan. & July.	1881	112		—	275,000	5 April & Oct.	73-74	
Loan of July 1, and Aug. 3, 1861	registered	12,985,150	6 Jan. & July.	1881	114		—	320,000	5 May & Nov.	72-80	97
..... coupon		64,336,050	6 " "	1881	115		— Union Fund Loan of 1861	133,000	6 June & Dec.	72-77	108
Loan of Feb. 25, 1862 (6-20s)	registered	68,377,650	6 May & Nov.	1882	110		— of 1863	3,000,000	6 Jan. & July.	71-76	
..... coupon		352,651,300	6 " "	1882	110		— Const. Defense Loan.	600,000	5 " "	77-78	
Loan of March 3, 1862	registered	53,366,750	6 Jan. & July.	1881	114		— Bounty Loan of 1863	888,000	5 " "	1883	
..... coupon		21,632,250	6 " "	1881	116		— of 1864	200,000	5 " "	1883	98
Loan of March 3, 1864 (5-20s)	registered	2,492,500	6 May & Nov.	1884	108		— (stg.)	4,379,560	5 May & Nov.	1894	98
Loan of June 30, 1864 (5-20s)	registered	40,924,350	6 May & Nov.	1884	108		— War Loan (cur. 5-20 yr.)	4,000,744	5 " "	1894	
..... coupon		40,916,650	6 " "	1884	109		— Western R. R. Loan, (stg.)	3,605,000	6 Mar. & Sept.	1886	103
Loan of March 3, 1865 (5-20s)	registered	43,062,800	6 May & Nov.	1885	110		— T. & G. R. & Hoosac T. stg.	3,506,580	5 " "	88-90	97
..... coupon		120,254,900	6 " "	1885	111		—	966,500	5 " "	91-98	97
..... 2d series (5-20s)	registered	53,463,050	6 Jan. & July.	1885	110		— Southern Vermont R. R.	200,000	5 " "	1890	
..... (5-20s)	coupon	166,226,050	6 " "	1885	110		— Eastern R. R.	50,000	6 Jan. & July.	1871	
..... 3d series (5-20s)	registered	91,160,000	6 Jan. & July.	1887	111		— Norwich & Worcester	400,000	6 " "	1877	
..... (5-20s)	coupon	22,815,250	6 " "	1887	124		— Bos., Hartl. & Erie (stg.)	3,599,024	5 " "	1900	
..... 4th series (5-20s)	registered	12,306,500	6 Jan. & July.	1888	111		—	160,000	6 " "	1878	
..... (5-20s)	coupon	26,659,550	6 " "	1888	112		Michigan—Renewal Loan Bonds.	1,621,000	6 " "	73-83	
Loan of March 3, 1864, (10-40s)	registered	138,635,050	5 Mar. & Sept.	1904	107		— Two Million Loan Bonds.	478,000	7 May & Nov.	1890	
..... (10-40s)	coupon	56,532,250	5 " "	1904	108		— War and Bounty Loan Bonds.	86,000	6 Jan. & July.	1879	
Consols of July 14, '70 & Jan. 20, '71	registered	88,684,400	5 F. M. A. & N.	1881	109		— Sault St. Marie Canal Bonds.	250,000	7 Jan. & July.	77-79	
Consols	registered	8,313,250	5 " "	1881	110		— Sioux War Loan Bonds.	100,000	7 May & Nov.	1872	
Consols	coupon	.....	4 F. M. A. & N.	1886	.....		— Railroad Loan Bonds.	2,275,000	7 " "	1883	
Consols	registered	.....	4 F. M. A. & N.	1901	.....		Mississippi—*State Bonds (for banks).	2,000,000	6 " "	41-71	
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.)		23,025,000	3 " "	Dem.	.....		Missouri—State Bonds proper.	438,000	6 Jan. & July.	1883	
Navy Pension Fund of July 23, 1868. (cur.)		14,000,000	3 " "	Ired.	.....		— Interest Bonds of 1868.	2,727,000	6 " "	1888	
Certificates of Indebtedness 1870. (cur.)		678,000	4 " "	1875	.....		— Railroad Loans.	13,112,000	6 " "	74-90	95
Pacific R. R. Bonds. (currency)		64,618,322	6 Jan. & July.	1866-99	115		— South Pacific guar.	1,689,000	7 " "	1876	79
U. S. Notes and Fractional Currency		398,360,679	nil.	.....			— Hannibal and St. Joseph.	3,000,000	6 " "	73-87	92
State Securities, latest dates.							Nebraska—(No Debt).	500,000	15 Jan. & July.	1872	
Alabama—State Bonds (original)		168,000	5 May & Nov.	1872	65		Nevada—State Loan Bonds.	500,000	15 Jan. & July.	1872	
..... (extended)		2,414,800	5 " "	1872	65		New Hampshire—War Loan of July 1, 1861.	899,200	6 " "	71-78	
..... (sterling)		688,000	6 June 1.	1870	.....		— of Sept. 1, 1864.	600,000	6 Mar. & Sept.	84-89	100
..... (" extended)		82,500	6 Jan. & July.	1886	.....		— of Oct. 1, 1865.	1,000,000	6 April & Oct.	71-74	100
..... (" " ")		712,500	6 " "	1886	.....		— of 1863 (free).	1,299,900	6 Jan. & July.	71-84	
..... (new)		1,316,700	8 " "	1868	25		— of 1864.	1,002,900	6 " "	86-93	105
Arkansas—State Bonds (refunded)		3,000,000	6 Jan. & July.	1899	54		— Bonds.	583,400	6 " "	97-02	
..... (Aid R. R's)		3,000,000	6 April & Oct.	1900	.....		— General Fund Stocks.	1,478,000	7 " "	1877	106
California—Civil Bonds of 1857		2,138,000	7 Jan. & July.	1877	108		— Canal Fund Stocks.	21,089,000	7 " "	1877	106
..... 1860		138,500	7 " "	1880	.....		—	1,910,082	6 J. A. J. & O.	pleas.	
— Relief Fund Bonds of 1863		424,500	7 " "	1883	.....		—	800,000	6 " "	1875	
— Bounty Fund Bonds of 1864		805,000	7 " "	1884	.....		—	900,000	5 " "	1875	106
— Central Pacific R. R. Loan of 1865		1,500,000	7 " "	1885	.....		—	2,257,900	6 J. A. J. & O.	1873	107
Connecticut—War Bonds, of 1861, (10-20s)		5,927,000	6 Jan. & July.	1861	98		—	5,150,100	6 " "	1873	106
..... of 1864, (10-20s)		5,927,000	6 " "	1882	100		—	2,009,000	6 " "	1874	105
..... of 1865, (20s) free. (J. various)	registered	867,500	6 April & Oct.	1884	101		—	473,000	6 " "	1875	106
Florida—State Bonds 1868		300,000	6 Jan. & July.	1898	.....		—	880,000	6 " "	1877	
..... 1869		200,000	6 " "	1898	.....		—	1,106,420	5 " "	1874	
— Railroad Loans \$16,000 per mile.		.....	Various.	71-74	.....		—	4,738,860	6 Jan. & July.	71-91	32
Georgia—W. & Atl. R. R. 1841 to 1844		1,023,000	7 " "	1884	88		—	8,639,400	6 April & Oct.	71-74	
..... 1842 to 1848		273,000	7 " "	1884	88		—	2,626,000	6 Jan. & July.	92-98	15
— Atl. and Gulf R. R. 1858 to 1866		800,000	6 Feb. & Aug.	1886	88		—	1,759,000	6 April & Oct.	92-98	15
— Bonds (Act March 12, 1865)		3,700,000	7 Jan. & July.	1886	.....		—	2,800,400	6 Jan. & July.	1890	
Illinois—Interest Bonds of 1847		980,665	6 " "	1877	100		—	1,821,400	6 April & Oct.	1890	24
..... Stock of 1857		134,311	6 " "	1877	.....		—	11,407,000	6 " "	1899	
— Refunded Stock Bonds		348,000	6 " "	1879	.....		—	1,284,317	6 Jan. & July.	1870	
— Normal University Bonds		45,000	6 " "	1879	.....		—	1,600,000	6 " "	1875	
— Thornton Loan Bonds		103,000	6 Mar. & Sept.	1879	.....		—	4,056,399	6 " "	1881	101
— War Loan Bonds		416,800	6 Jan. & July.	1879	.....		—	2,400,000	6 " "	1880	101
Indiana—State Bonds .....		.....	6 " "	1866	.....		—	366,975	6 May & Nov.	1871	
— War Loan Bonds		204,000	6 May & Nov.	1888	.....		—	176,156	7 Jan. & July.	74-84	
Iowa—War and Defense Bonds of 1861		300,000	7 Jan. & July.	1881	.....		—	92,850	5 Feb. & Aug.	1872	97
Kansas—State Bonds		100,675	6 " "	1881	.....		—	4,731,300	6 " "	1872	162
..... military		1,069,500	7 " "	1889	.....		—	90,400	6 " "	1877	98
Kentucky—State Bonds of 1841-42		176,000	7 " "	1889	.....		—	7,800,550	6 " "	1877	98
..... of 1843		913,000	6 April & Oct.	171-72	99		—	726,950	6 " "	1882	96
..... military		160,000	5 " "	1873	.....		—	9,237,050	6 " "	1882	96
Louisiana—Charity Hospital		86,000	5 Mar. & Sept.	1872	.....		—	400,000	6 April & Oct.	1879	
— State Bonds, general		750,000	6 Jan. & July.	1893	68		—	2,769,260	6 Feb. & Aug.	1871	107
— Railroad Bonds		561,000	5 " "	1893	68		—	384,000	5 Jan. & July.	1872	101
— Levee Bonds 1866		2,052,000	5 " "	1893	69		—	3,377,000	5 Feb. & Aug.	1877-78	104
— 1867		1,000,000	8 Various.	1886	.....		—	112,000	4 Jan. & July.	1882	
— 1870		4,000,000	5 May & Nov.	1907	62		—	1,100,000	6 Mar. & Sept.	1882	
— Funded coupons 1866		8,000,000	8 Mar. & Sept.	1875	86		—	736,000	6 Jan. & July.	1893	100
— Funded Floating Debt		997,300	6 Jan. & July.	1886	88		—	239,000	6 April & Oct.	1883	101
— Ship Canal Bonds of 1869		3,000,000	6 May & Nov.	1910	62		—	841,000	6 Feb. & Aug.	1894	
— Penitentiary Bonds of 1869		474,000	7 Mar. & Sept.	1899	.....		—	303,343	6 Jan. & July.	1870	
— N. La. & Tex. R. R. Bonds of 1869		500,000	7 " "	1909	.....		—	484,445	5 " "	1868	
Maine—State Bonds		301,000	8 April & Oct.	1909	92		—	97,000	6 " "	74-75	51
— War Loan of April 25, 1861		800,000	6 Various.	1880	.....		—	1,007,738	6 " "	71-90	
..... of Jan. 31, 1863. (cur.)		525,000	6 Mar. & Sept.	1883	100		—	1,431,700	6 " "	87-97	
..... of Mar. 26, 1863. (cur.)		475,000	6 Feb. & Ang.	1883	99		—	1,265,300	6 J. A. J. & O.	1888	28
..... of Mar. 19, 1864. (cur.)		3,084,400	6 June & Dec.	1889	101		—	1,622,150	6 " "	1888	
— Municipal War Debts assumed. (cur.)		2,288,888	5 J. A. J. & O.	1890	.....		—	1,388,640	5 April & Oct.	V. Var.	
Maryland—Balt. & Ohio R. R. Loans, Stg.		445,500	5 " "	1880	.....		—	239,166	5 " "	65	
— converted		1,855,335	5 " "	1890	.....		—	1,706,000	6 " "	6	

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.				
			When.	Where.	Due.				When.	Where.	Due.		
Adirondack :													
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	....	Buffalo, Corry and Pittsburg :					
Alabama and Chattanooga :							1st Mortgage (B. C. & P. of Pa.)	\$ 100,000	7	Jan. & July.	New York.	1886	
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....	1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	"	1886
2d Mortgage.....	9,000pm	8	"	"	1889	....	Buffalo, New York and Erie :					
Alabama and Georgia :							1st Mortgage.....	2,000,000	7	June & Dec.	New York	1877	
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	2d Mortgage.....	380,000	7	May & Nov.	"	1872
Albany and Susq. D. & H. Canal :							Burlington, Cedar Rapids & Minn.						
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	100	1st Mortgage conv. & skg fd. gold	20,000pm	7*	May & Nov.	New York.	1919	
2d Mortgage, 1865.....	2,000,000	7	April & Oct.	"	1885	100	Burlington and Missouri River.						
3d Mortgage, 1869.....	175,000	7	May & Nov.	"	1881	....	Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1876
Albany City Loan, 1865.....	1,000,000	6	"	"	1895	....	Stock Bonds	1,999,380	8	"	"	1878
Allegheny Valley :							Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	
1st General Mortgage, 1866.....	4,000,000	7.3	Jan. & July.	New York.	1896	92	Stock Bonds	1,248,800	8	Jan. & July.	"	1889	
1st Mortgage, Eastern Extension	48,000	7	....	....	....	....	1st Mort. (Branch) bonds.....	900,000	8	"	"	1894
Special Bonds to State of Penn.	3,500,000	6	....	....	....	....	1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893
American Central (C. B. & Q.) :							1st Mort. for \$5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	
1st Mortgage, traffic guar. 1868..	800,000	8	Jan. & July.	New York.	1878	....	1st Mortgages sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889
Androscoggin :							Camden and Amboy :						
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	....	Sterling Bonds, £288,600 @ 4.84.	1,396,824	6*	April & Oct.	London.	1880
Andros & Kennebec (Maine Co.) :							Dollar Loan of 1875.....	675,000	6	"	New York.	1875	
1st Mortgage 1860 and 1861.....	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86	Dollar Loan of 1883.....	1,700,000	6	Feb. & Aug.	"	1883	
Atchison, Topeka and Santa Fe :							Dollar Loan of 1889.....	866,000	6	March & Sept.	"	1889	
1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.	1900	82	Consolidated Loan.....	4,929,200	6	June & Dec.	"	1889	
Atlanta and Richmond Air Line :							Sterling (United Co's) Loan.....	1,846,000	6	March & Sept.	London.	1894	
1st Mortgage tax free 1870.....gold	16,000pm	8*	Jan. & July.	New York.	1900	....	Dollar (United Co's) Loan.....	154,000	6	"	New York.	1894
Atlanta and Great Western :							Camden and Atlantic :						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....	1st Mortgage of 1853.....	490,000	7	Jan. & July.	Philadelphia.	1873
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	"	'81-'83	....	2d Mortgage of 1854.....	500,000	7	April & Oct.	"	1879
Consolidated Mortgage.....	17,579,500	7*	April & Oct.	London.	1895	....	Camden and Burlington County :					
Atlantic and Gulf :							1st Mortgage of 1865.....	308,000	6	Feb. & Aug.	Philadelphia.	1897	
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	....	Carthage & Burlington (C. B. & Q.) :					
Atlantic, Mississippi and Ohio :							1st Mortgage guar. and free tax.	600,000	8	May & Nov.	New York.	1879	
Atlantic and North Carolina :							Catawissa :						
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	....	1st Mortgage.....	232,000	7	Feb. & Aug.	Philadelphia.	1882
Atlantic and Pacific :							Cedar Falls and Minnesota (I. C. C.) :						
Land Mort. (500,000 acres)....gold	3,000,000	6*	Jan. & July.	New York.	1888	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884
1st Mortgage (So. Pacific)....gold	7,250,000	6*	"	"	1888	....	1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	"	1907
Atlantic and St. Lawrence :							Cedar Rapids & Mo. Riv. (C & NW) :						
Portland City Loan (skg fund) ..	825,000	6	Various.	B. & N. Y.	1871	....	1st Mortgage Land Grant.....	3,617,000	7	April & Oct.	New York.	'91-'16
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871	....	Central Branch Union Pacific :					
2d Mortgage, sterling.....	685,500	6*	"	"	1884	....	1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895
Sterling Loan of 1864 (5-20s) ..	484,000	6*	May & Nov.	"	1878	....	2d Mortgage Govern'mt subsidy.	1,600,000	6	Jan. & July.	"	1895
Bald Eagle Valley (Penn. R. R.) :							Central of Georgia :						
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage.....	789,000	7	March & Sept.	Savannah.	1875
2d Mortgage.....	100,000	7	"	"	1884	....	Central of Iowa :					
Baltimore and Ohio :							1st Mort. conv. & tax free....gold	16,000pm	7*	Jan. & July.	New York.	1899	
Loan of 1855, sinking fund.....	863,250	6	Jan. & July.	Baltimore.	1875	94	Central of New Jersey :						
Loan of 1850.....	579,500	6	"	"	1880	93	2d Mortgage.....	254,000	7	May & Nov.	New York.	1875	
Loan of 1853.....	1,710,500	6	April & Oct.	"	1885	95	New Loan for \$5,000,000.....	2,837,000	7	Feb. & Aug.	"	1890	
Loan of 1870.....sterling	3,872,000	6*	March & Sept.	London.	1895	....	Central Ohio (B. & O.) :					
Loan of 1853 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	....	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890
Baltimore and Potomac :							Central Pacific of California :						
1st Mort. of '89 for \$3,000,000 g'd							1st Mortgage.....gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	
Baugor and Piscataquis :							Subordinate Loan (1st by State)	1,500,000	7*	"	"	102	
1st Mortgage (Baugor) loan	580,000	6	April & Oct.	Baugor.	1890	....	Convertible bonds.....	1,500,000	7*	"	"	101
Barclay Coal :							Income bonds.....	10,000,000	....			
1st Mortgage.....							Charleston and Savannah :						
Bay City and East Saginaw :							1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	
1st Mort. guar. by F. & P. M. R. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	Charlotte, Columbia & Augusta :					
Bay du Noquet and Marquette :							1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	
1st Mortgage Income.....	250,000	8	April & Oct.	Boston.	1875	....	1st Mort. (Col. & Aug. 85 m.)	371,500	7	"	"	1890
Belfast and Moosehead Lake :							1st Mortgage (consol. 195 m.)	786,000	7	"	"	1895	
1st Mort. guar. by M. C. Co. gold.	160,000	6*	May & Nov.	Portland.	1890	....	Cheraw and Daffington :					
Bellefontaine & Ind. (C. C. C. & Ind.) :							1st Mortgage.....	150,000	7	April & Oct.	Charleston.	1870	
1st Mortgage.....	637,000	7	Jan. & July.	New York.	'70-'90	....	2d Mortgage.....	75,000	7	Jan. & July.	"	1879
Bellefonte and Snow Shoe :							Cherry Valley, Sharon & Albany :						
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1883	....	1st Mortgage convertible.....	300,000	7	June & Dec.	New York.	1890
Beloit and Madison (C. & N. W.) :							Chesapeake and Ohio :						
1st Mortgage guaranteed.....	354,000	7	Jan. & July.	New York.	1888	....	Consol. sinking fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900
Belvidere Delaware :							1st Mort. (Va. Cen. RR. 205 m.) gr.	100,000	6	Jan. & July.	"	1880	
1st Mortgage (guaranteed by)	1,000,000	6	June & Dec.	New York.	1877	....	2d Mort. (Va. Cen. RR. 205 m.) gr.	186,500	6	"	"	1872
2d Mortgage (Camden and)	492,500	6	March & Sept.	Princeton.	1885	82	3d Mort. (" ")	901,000	6	"	"	1884	
3d Mortgage (Amboy)	745,000	6	Feb. & Aug.	"	1887	84	Income.....	300,000	8	"	"	1876	
Blue Ridge, (S. Car.) :							Cheshire :						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....	Plain bonds.....	771,000	6	Jan. & July.	Boston.	'75-'80
Boston, Clinton and Fitchburg :							Chester Creek :						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	85	1st Mortgage.....	185,000	6	Jan. & July.	Philadelphia.	1903	
Equalization or consol. bonds..	248,000	6	"	"	....		Chester & Chicago Br. Junction :					
2d Mortgage of 1869-'70.....	152,500	7	"	"	....		1st Mortgage sinking fund.....	1,000,000	10	May & Nov.	St. Louis.	1877
Boston, Concord and Montreal :							Chester and Tamaroa :						
1st Mort. (Conn. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....	1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901
2d Mort. conv. (1st M. on 22 1/2 m.)	150,000	6	Jan. & July.	Boston.	1870	....	Chester Valley :					
2d Mort. conv. (1st M. on 22 1/2 m.)	200,000	7	"	"	1870	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1877
Sinking Fund Mortgage.....	507,000	6	"	"	Boston.	1889	90	Chester and Alton :					
Boston, Hartford and Erie :							1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	
1st Mortgage (old).....	280,000	7	March & Sept.	Boston.	1884	....	1st Mortgage.....	2,400,000	7	Jan. & July.	"	101
1st Mortgage (new) for \$20,000,000	17,000,000	7	Jan. & July.	"	1899	36	1st Mortgage.....	1,100,000	7	April & Oct.	"	105	
1st Mortgage (new) guar. by Erie	3,000,000	7	"	"	1899	40	2d Mortgage Income.....	1,100,000	7	"	"	90	
Mass. Loan (secured by 1st m.b.)	3,000,000	7	"	"	1899	40	Chicago, Burlington and Quincy :						
Boston and Lowell :							Trust Mortgage skg fund.....	2,825,000	8	Jan. & July.	New York.	1883	
Convertible bonds.....	55,000	6	Jan. & July.	Boston.	1873	....	Trust Mortgage, skg fund conv.	160,000	8	"	"	115
Scrip certificates.....	380,000	3	January.	"	1873	....	Trust Mortgage.....	1,000,000	8	Jan. & July.	"	1883
Wharf purchase bonds.....	200,000	6	April & Oct.	"	1879	....	2d Mort.	400,000	7	April & Oct.	"	1883
Brunswick and Albany :							2d Mort. (4 p.c. after Jul. '75) gold	941,000	4	July.	Frankfort.	1890	
1st Mort. endorsed by Ga....gold	3,630,000	6*	April & Oct.	New York.	1906	....	American Cen. R.R. (37 m.) guar.	738,002	8	Jan. & July.	New York.	1878
2d Mort. sinking fund....gold	2,360,000	7*	"	"	1893	....	Carthage & Burl. R.R. (3					

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.				
			When.	Where	Due				When.	Where	Due		
Chicago, Cincinnati and Louisv.: 1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	....	Columbus and Hocking Valley: 1st Mortgage skg fund.....	\$1,498,000	7	April & Oct.	New York.	1897	....
Chicago, Danville and Vincennes: 1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1899	90	2d Mor'gag.....	118,000	7	Jun. & July.	"	1880	....
Chicago, Dubuque & Minnesota: 1st Mortgage guaranteed.....	25,000pm	7	April & Oct.	New York.	1901	92	Columbus, Springfield and Cln.: 1st Mortgage for \$1,000,000.....	....	7	.....	New York.	18-	....
Chicago and Illinois Southern: 1st Mortgage, 162 miles.....	3,078,000	8	March & Sept.	New York.	1900	....	Columbus and Xenia: 1st Mortgage.....	302,000	6	March & Sept.	New York.	1890	....
Chicago, Iowa and Nebraska: 2d (now 1st) Mortgage guar.....	591,700	7	Jan. & July.	New York.	1880	95	Concord and Claremont: 1st and 2d Mortgage.....	374,000	6	.....	Boston.	Due.	....
3d (now 2d) mortgage.....	218,000	7	Feb. & Aug.	"	1892	....	Connecticut and Passumpsic Riv.: 1st Mortgage skg fund, 1856.....	455,800	6	Juns & Dec.	Boston.	1876	94
Chicago & Milwaukee(C. & N.W.): 1st Mortgage on 45 miles guar.....	397,000	7	May & Nov.	New York.	1874	....	Notes payable, coupon tax free.	659,429	7	"	"	1876	99
1st Mortgage (consol.) 85 m. guar.....	1,129,000	7	Jan. & July.	"	1898	95	Connecticut River: 1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....
Chicago and Northwestern: Prof. sinking fund b'ds (193 m.):	1,246,500	7	Feb. & Aug.	New York.	1885	105	Connecticut Western: 1st Mortgage.....	81,500	7	.....	Hartford.	18-	....
Interest (f'ded coup.) b'ds (193 m.)	755,000	7	May & Nov.	"	1888	94	Connecting (Philadelphia): 1st Mortgage.....	1,000,000	6	March & Sept.	Philadelphia.	1890	89
1st Mortgage General (193 m.) ..	3,588,000	7	Feb. & Aug.	"	1885	101	Contocook River: 1st Mortgage.....	30,000	6	.....	Boston.	18-	....
1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	....	Cooperstown and Suesq. Valley: 1st Mortgage.....	100,000	7	Jan. & July.	New York.	1889	....
1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	....	Coun. Bluffs & St. J. K. St. J. & C. B.): 1st Mortgage.....	500,000	7	Jan. & July.	New York.	1880	....
Equipment Mortgage.....	101,000	7	April & Oct.	"	1874	94	2d Mortgage.....	150,000	10	"	"	1872	....
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	"	1882	107	Covington and Lex. (Ky Cen.): 1st Mortgage March 1852.....	120,000	7	March & Sept.	New York.	1872	....
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	"	1875	1004	2d Mortgage March 1863.....	844,000	7	"	"	1883	....
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	"	1884	....	3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1886	....
1st Mort. (Elgin and State Line.)	135,000	7	"	"	1878	....	Cumberland Coal and Iron: 1st Mortgage of March 1866.....	803,000	6	March & Sept.	New York.	1861	....
1st Mortgage (Peninsula).....	767,000	7	March & Sept.	"	1898	....	2d Mortgage of March 1, 1868.....	770,000	9	May & Nov.	"	1888	....
Consol. skg fund Mort. (800 m.)	2,5 0,000	7	May & Nov.	1915	94	1st Mort. (George's Cr.) assumed	98,600	6	June & Dec.	"	1881	....
Equipment Mortgage.....	275,000	10	"	"	1871	....	Cumberland Valley: 1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....
1st Mort. (Chic. & Mil. R. R.) 45m.	397,000	7	May & Nov.	"	1874	....	2d Mortgage.....	109,500	8	"	"	1908	....
2d Mort. (Mil. & Chi. R. R.) 40m.	182,000	7	March & Sept.	"	1874	....	Plain bonds.....	81,800	8	Jan. & July.	"	1884	....
3d Mort. (" ") 40m.	10,500	7	June & Dec.	"	1898	....	Dunbar and Norwalk: 1st Mortgage of 1869.....	100,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Chi. & Mil. R. W.) 85m.	1,135,000	7	Jan. & July.	"	1898	95	1st Mortgage of 1869.....	200,000	7	"	"	1890	....
1st Mort. (Bel. & Mad. R. R.) 46m.	383,000	7	"	"	1888	....	Danv. Hazleton & Wilkesbarre: 1st Mortgage tax free 1868.....	1,400,000	7	April & Oct.	Philadelphia.	1888	....
1st Mort. (Mad. Ext'n.) 120 m. g'd	3,150,000	7*	April & Oct.	"	1911	....	Davenport and St. Paul: 1st Mortgage of June 1, 1870.....	20,000pm	7	June & Dec.	New York.	1890	....
1st Mort. (Men. Ext'n.) 120 m. g'd	2,700,000	7*	Jan. & July.	"	1911	....	Dayton and Michigan: 1st Mortgage sinking fund.....	2,776,000	7	Jan. & July.	New York.	1884	....
Chicago & Mich. Lake Shore: 1st Mortgage.....	4,000,000	8	March & Sept.	New York.	1889	85	2d Mortgage.....	642,000	7	March & Sept.	"	1879	....
Chicago, Pekin & South western: 1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1891	....	3d Mortgage.....	700,000	7	April & Oct.	"	1888	....
Chicago, Rock Island and Pacific: 1st Mortgage (consol.).....	9,000,000	7	Jan. & July.	New York.	1896	103	Dayton and Union: 1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879	....
Chi. & Southwes'nd C. R. I. & Pac.): 1st Mort. guar. and tax free gold	5,000,000	7*	May & Nov.	New York.	1889	....	2d Mortgage.....	135,000	7	June & Dec.	"	1879	....
Chillicothe & Brunswick (N. Mo.): 1st Mortgage guaranteed.....	500,000	8	Jan. & July.	New York.	1894	....	Income Bonds.....	252,445	6	"	"	1879	....
Cincinnati, & Balt. (Mar. & Cin.): 1st Mortgage guaranteed.....	500,000	7	April & Oct.	Baltimore.	18-	Dayton and Western: 1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905	....
Cincinnati, Hamilton and Dayton: 1st Mort. of 1863 extended.....	1,250,000	7	May & Nov.	New York.	1880	....	1st Mortgage.....	433,000	6	"	"	1905	....
2d Mortgage of 1865.....	500,000	7	Jan. & July.	"	1885	....	Decatur & Sullivan and Mattoon: 1st Mortgage.....	2,700,000	7	Jan. & July.	New York.	1890	....
3d Mortgage of 1867, skg fund.....	282,000	8	June & Dec.	"	1877	....	1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....
Cinc. and Indiana (C. Laf. & Chi.): 1st Mortgage guaranteed.....	500,000	7	June & Dec.	New York.	1892	....	Delaware: 1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"	1877	....	2d Mortgage.....	170,000	6	"	"	1876	....
Cincinnati and Indianapolis Junc.: 1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	Guaranteed Bonds.....	100,000	6	"	"	1875	....
2d Mortgage.....	800,000	7	March & Sept.	"	1893	....	Exten. (Seaf. to Delmar) bonds.....	100,000	6	"	"	1880	....
1st Mortgage (Newcastle Br.) ..	250,000	7	June & Dec.	"	1884	....	Delaware, Lackawanna & Western: 1st Mort. (Lack. & Western).....	564,000	7	Jan. & July.	New York.	1871	....
Cincinnati, Lafayette and Chi.: 1st Mortgage.....gold	20,000pm	7*	March & Sept.	New York.	1901	....	2d Mort. (Eastern Ext.).....	1,111,000	7	April & Oct.	"	1875	105
Cin. and Martinsville (C. & Laf.): 1st Mortgage guaranteed.....	400,000	7	Jan. & July.	New York.	1895	....	2d Mort. (General).....	1,633,000	7	March & Sept.	"	1881	100
Cincinnati, Richmond & Chicago: 1st Mortgage.....	560,000	7	Jan. & July.	New York.	1895	....	Denver Pacific: 1st Mortgage (Land grant).gold	2,500,000	7*	May & Nov.	New York.	1897	....
Cincinnati, Sandusky and Clev.: 1st Mortgage of 1867.....	1,051,861	7	June & Dec.	New York.	1890	83	1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877	....
1st Mort. (San. Day. and Cin.):	98,000	6	Feb. & Aug.	Boston.	1900	77	1st Mortgage Land grant.....	4,690,000	8	"	"	1898	....
1st Mort. (San. City and Ind.):	350,000	7	March & Sept.	"	1877	91	Income Bonds.....	462,000	7	Jan. & July.	"	1884	....
Cincinnati and Zanesville: 1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1893	....	Detroit, Hillsdale and Indiana: 1st Mort. (16,000 p. m.).... guar.	1,080,000	8	June & Dec.	New York.	1890	88
Clev., Col. and Cinc. (C. C. C. & I.): 1st Mortgage \$25,000 a year.....	365,000	7	June & Dec.	New York.	'71-'84	....	2d Mort. Lansing & L. Michigan: 1st Mortgage.....	3,000,000	8	May & Nov.	New York.	1890	....
Clev., Col., Cin. & Indianapolis: 1st Mortgage sinking fund.....	2,004,000	7	May & Nov.	New York.	1899	102	1st Mortgage Ionia and Lansing: 1st Mort. (Eastern Ext.).....	770,000	8	Jan. & July.	"	1879	....
1st Mort. (C. C. and C. R. R.):	365,000	7	June & Dec.	"	'71-'84	....	2d Mortgage Ionia and Lansing.....	300,000	8	May & Nov.	"	1880	....
1st Mort. (Bell. and Ind. R. R.):	646,000	7	Jan. & July.	"	'70-'95	....	Detroit and Milwaukee: 1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875	....
Cleveland and Mahoning: 1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	....	2d Mortgage.....	1,000,000	8	"	"	1875	....
3d Mortgage sinking fund.....	654,500	8	March & Sept.	"	1876	....	1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	"	1875	....
1st Mort. (Hubbard Br.) skg'd, Clev., Mt. Vernon and Delaware: 1st Mort. for \$1,500,00....gold	117,500	7	Jan. & July.	"	1881	....	2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	"	1875	....
1st Mort. (San. Day. and Cin.):	500,000	7	Jan. & July.	New York.	1874	96	Bonds of June 30, 1883, (See'd.).	1,916,639	6	"	"	1886	....
2d Mort. (registered).....	1,000,000	7	"	"	1880	....	Bonds of Sept. 8, 1880, (See'd.).	300,000	6	March & Sept.	New York.	1886	....
3d Mortgage.....	1,000,000	7	April & Oct.	"	1892	94	Sterling (Oakl. & Ottawa R. R.): Dollar (" ")	150,867	6*	May & Nov.	NY & London.	1873	....
Cleveland and Pittsburg: 2d Mortgage.....	790,500	7	March & Sept.	New York.	1873	....	Detroit, Mon. & Tol. (M. S. & N. L.): 1st Mort. Aug. 1, 1856.....	51,000	7	"	New York.	1873	....
3d Mortgage.....	1,358,000	7	May & Nov.	"	1875	98	2d Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876	98
4th Mortgage.....	1,104,844	6	Jan. & July.	"	1892	88	1st Mortgage.....	150,000	7	April & Oct.	New York.	1878	....
Consol. skg'd Mort. \$5,000,000.	528,000	7	May & Nov.	"	1890	95	1st Mortgage.....	1,000,000	8	Jan. & July.	New York.	1890	....
Cleveland & Toledo (L.S. & M. So.): 1st Mortgage Sinking Fund.....	2,104,000	7	Jan. & July.	New York.	1885	103	2d Mortgage.....	250,000	8	Feb. & Aug.	"	1886	....
2d Mortgage of 1866.....	864,000	7	April & Oct.	"	1886	....	1st Mortgage.....	800,000	8	Jan. & July.	New York.	1890	97
1st Mort. (June R. R.)	115,000	7	June & Dec.	"	1872	....	2d Mortgage.....	200,000	8	"	"	1886	....
Colebrookdale: 1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80	Dixon, Peoria & Han. (C. B. & Q.): 1st Mortgage, traffic guarantee.....	1,000,000	8	April & Oct.	New York.	1878	....
Columbia and Augusta (C. & A.): 1st Mortgage on 85 miles.....	371,500	7	Jan. & July.	New York.	1890	....	Dubuque, Bellevue and Miss.: 1st Mortgage.....	1,000,000	8	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.: 1st Mortgage Consol. skg fund.....	15,000,000	7	April & Oct.	New York.	1908	93	1st Mortgage.....	1,000,000	8	April & Oct.	New York.	1890	....
2d Mortgage Consol. skg fund.....	5,700,000	7	Jan. & July.	"	1908	94	2d Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1883	....
2d Mortgage.....	821,000	7	Jan. & July.	New York.	1888	....	1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
Income Bonds.....	1,349,000	7	May & Nov.	"	1891	....	2d Mortgage tax free Pittsburg: 1st Mortgage.....	1,000,000	7	Jan. & Dec.	New York.	1890	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
Dubuque and Sioux City:												
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1883	93	Grand River Valley (Mich. C.)	\$1,000,000	8	Jan. & July.	New York.	1886
1st Mortgage (construction).....	600,000	7	"	"	1894	...	1st Mortgage, guaranteed.....	500,000	8	April & Oct.	"	1888
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	"	1888	...	2d Mortgage, guaranteed.....	376,765	7	Jan. & July.	New York.	1886
Dutchess and Columbia:							Greenville and Columbi:	1,426,546	7	Jan. & July.	New York.	1886
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	...	1st Mortgage guar. by S. Car.	376,765	7	"	"	1886
East Brandywine & Waynesburg:							Greenville and Johnsonville:	130,000	7	Jan. & July.	New York.	1889
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	...	1st Mortgage.....	130,000	7	Jan. & July.	New York.	1889
2d Mortgage.....	35,000	8	"	"	1873	...	Hackensack & New York (Krie):	62,000	7	Jan. & July.	New York.	1872
East Pennsylvania (Ph. & Rdg.):							Hackensack & N. York Ext. (Erie):	129,100	7	May & Nov.	New York.	1889
1st Mortgage, guar. Skg Fund.....	495,000	7	March & Sept.	Philadelphia.	1888	90	1st Mortgage of May 1, 1869.....	675,000	7	May & Nov.	New York.	1898
East Tenn. & Georgia (E. T. V. & G.):							1st Mortgage guaranteed.....	15,000pm	7	Jan. & July.	New York.	1890
1st Mortgage.....	640,000	6	"	"	1880	...	Hannibal and Naples:	1,500,000	6	Jan. & July.	New York.	1871
Interest bonds (funded coupons)	136,400	7	"	"	1876	...	1st Mortgage of Nov. 1, 1868.....	1,500,000	6	"	"	1883
East Tennessee, Virginia & Ga.:							1st Mortgage, Cen. Mo. (C. & Alton):	69,000	10	"	"	1872
1st Mortgage, consol. skg fund.....	3,500,000	7	Jan. & July.	New York.	1900	93	1st Mortgage.....	81,000	7	Jan. & July.	New York.	1886
Eastern Mass.:							Hannibal and St. Joseph:	1,024,300	8	"	"	1886
State Loan (1st Lien) \$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	...	Mo. State Loan, 1861.....	1,024,300	8	"	"	1886
Loan of 1862, sterling.....	383,000	8	Jan. & July.	London.	1872	...	Mo. State Loan, 1855.....	1,024,300	8	"	"	1886
Loan 1854, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	98	Six years Mortgage bonds.....	69,000	10	"	"	1872
Loan of 1865.....	160,000	6	April & Oct.	"	1885	98	Three years' notes.....	81,000	8	"	"	1873
Loan of 1865.....	1,000,000	6	March & Sept.	"	1888	...	Five years' notes.....	1,024,300	8	"	"	1875
Loan of 1869.....	500,000	6	May & Nov.	"	1889	90	Fifteen years' bonds.....	1,024,300	8	"	"	1885
Essex Railroad 1st Mortg.	194,400	6	Jan. & July.	"	1876	90	1st Mort. (Q. and Palmyra R.R.)	1,024,300	8	Feb. & Aug.	"	1892
Eastern Shore (Md.):							1st Mort. (Kan. City & Cam. RR)	1,200,000	10	Jan. & July.	"	1892
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	...	Land Mortgage.....	1,503,700	7	April & Oct.	"	1888
2d Mortgage.....	180,000	6	April & Oct.	"	1886	...	Convertible Mortgage.....	5,000	7	Jan. & July.	"	1888
Elizabethtown and Paducah:							Hanover Branch (Mass.):					
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	...	1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889
Elmira and Williamsport (N. Cen.):							Harlem Extension:					
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	94	1st Mortgage of Jan. 1, 180 ...	4,000,000	7	Jan. & July.	New York.	1890
Income Mortgage.....	570,000	5	May & Nov.	"	1872	60	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883
Real Estate (Elmira) bond.....	50,000	7	.....	"	.....	...	Hartford and New Haven:					
Erie Railway:							1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873
1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1877	102	Hartford, Providence and Fishkill:					
2d Mortgage convertible.....	4,000,000	7	March & Sept.	"	1879	98	1st Mort. (R. Island 26.32 m.)...	481,000	7	Jan. & July.	Providence.	1876
3d Mortgage.....	6,000,000	7	"	"	1883	98	1st Mort. (Connecticut 96.04 m.)	1,574,500	7	"	Hartford.	1876
4th Mortgage convertible.....	4,441,000	7	April & Oct.	"	1880	98	Hastings and Dakota:					
5th Mortgage convertible.....	926,000	7	June & Dec.	"	1888	91	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900
Buffalo Branch 1st mortgage.....	186,400	7	Jan. & July.	"	1891	...	Hempfield:					
Sterling Loan (\$1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	...	1st Mortgage (part collateral)...	1,000,000	6	Jan. & July.	Philadelphia.	1872
Erie and Pittsburg (Penn.):							Housatonic:					
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882	...	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877
2d Mortgage.....	153,000	7	March & Sept.	"	1890	...	2d Mortgage.....	100,000	7	Feb. & Aug.	"	1885
Consolidated Mortgage tax free.....	1,674,906	7	Jan. & July.	"	1898	...	3d Mortgage of 1869.....	50,000	7	April & Oct.	"	1889
European & North American:							Houston and Texas Central:					
B'gor L'n, 1st on 65m, & 2d on 45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	...	1st Mortgage L.G. skg fund. gold	3,400,000	7*	Jan. & July.	New York.	1891
1st m. R.R. & L'd(B to Win. 45 in Evansville and Crawfordsville:	2,000,000	6*	"	"	1899	...	Hudson River (N. Y. Cen. & H.R.):					
1st Mortgage (Ev. & I.R.R.):	350,000	7	Jan. & July.	New York.	1889	...	1st Mortg.	200,000	7	Feb. & Aug.	New York.	1870
1st Mortgage (Ev. & Chi. R.R.):	740,000	7	May & Nov.	"	1889	...	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	"	1885
1st Mort. (Rockville Extension):	150,000	7	Feb. & Aug.	"	1881	...	3d Mortgage.....	180,000	7	May & Nov.	"	1875
Consolidated Mortgage.....	.....	7	Jan. & July.	"	1889	...	Huntington and Broad Top Mt.:					
Evansville, Henderson & Nashv.:							1st Mort. (extended 18.0 to 1830)	416,000	7	April & Oct.	Philadelphia.	1890
1st Mortgage of July 1, 1867.....	1,000,000	7	Jan. & July.	New York.	1897	...	2d Mortgage.....	267,500	7	Feb. & Aug.	"	1875
Fall River, Warren & Providence:						...	1st Mortgage (Consol.).....	1,063,000	7	April & Oct.	"	1895
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882	...	Illinois Central:					
Flemington (Belv. Del.):							1st Mortgage Construction.....	3,090,000	7*	April & Oct.	New York.	1875
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877	...	1st Mortgage Construction.....	332,000	6*	"	"	1875
Flint and Pere Marquette:							Redemption currency.....	2,500,000	6	"	"	...
1st Mortgage L.G., 1st mort.	267,000	7	May & Nov.	New York.	1880	...	Redemption, sterling.....	2,500,000	6*	"	"	...
1st Mortgage L.G., 2d mort.	319,000	7	Jan. & July.	"	1887	...	Illinois & South. Iowa (T. W. & W.):					
1st Mortgage L.G., 3d mort.	1,200,000	8	March & Sept.	"	1888	...	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882
F. & Holly R.R. b'ds (\$25,000 a yr) Flushing and North Side (L. I.):	500,000	10	May & Nov.	"	1888	...	1st Mortgage.....	2,760,000	7*	Jan. & July.	N.Y. & Lond.	1900
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889	...	1st Mortgage, conv. gold	5,000,000	7*	April & Oct.	New York.	1909
Fonda, Johnstown & Gloversville:							2d Mortgage.....	1,500,000	8	"	"	1900
1st Mortgage.....	300,000	7	.....	New York.	1880	...	Indianapolis, Cin. and Lafayette:					
Ft. W., Jackson & Sag. (Mich. C.):							1st Mortgage (Ind. & Cin.) 95 m	1,539,500	7	April & Oct.	New York.	1888
1st Mortgage guaranteed.....	1,500,000	8	Jan. & July.	New York.	1889	...	1st Mortgage (I. C. & L.) 179 m	2,770,000	7	Feb. & Aug.	"	1897
Ft. W., Muncie & Cin. (F. W. J. & S.):							1st Mortgage (I. C. & L.) 179 m	1,566,500	7	June & Dec.	"	1899
1st Mortgage guaranteed.... gold	1,300,000	7*	Jan. & July.	New York.	1889	...	1st Mortgage (Cin. and Ind.)	500,000	7	"	"	1898
Galena & Chic. Union (C. & N. W.):							2d Mort. (C. & L.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	"	177-78
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	107	1st Mortgage.....	1,500,000	7*	Jan. & July.	New York.	1888
2d Mortgage.....	985,000	7	May & Nov.	"	1875	104	2d Mortgage.....	397,000	7	May & Nov.	New York.	1882
Miss. River Bridge bonds.....	200,000	7	Jan. & July.	"	1884	...	1st Mortgage of May 1, 1862.....	1,700,000	7	Feb. & Aug.	New York.	1908
Georgia:							1st Mortgage.....	1,700,000	7	May & Nov.	"	1899
Bonds (various).....	681,000	7	Jan. & July.	Augusta.	71-88	...	1st Mortgage guaranteed.....	1,480,000	7	May & Nov.	"	1899
Goshen and Deckertown (Erie):							2d Mortgage guaranteed.....	770,000	8	Jan. & July.	New York.	1889
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1889	...	1st Mortgage assumed.....	397,000	7	Feb. & Aug.	New York.	1882
Gr. Rapids & Indiana (P.F.W.C.):							2d Mortgage assumed.....	300,000	8	May & Nov.	"	1890
1st Mortgage guar half yr.... gold	4,000,000	7*	Jan. & July.	New York.	1893	...	Iowa Falls & Sioux City (Illi. Cen.):					
1st Mortgage half year.... gold	4,000,000	7*	April & Oct.	"	1899	...	1st Mortgage of April 1, 1869.....	2,960,000	7	April & Oct.	New York.	1899
Grand Trunk (Ca.):							1st Mort. of April 1, 1869.....	18,000pm	8	Feb. & Aug.	New York.	1900
1st Preference Bonds £1,703,325.	13,516,625	5*	Jan. & July.	London.	.....		1st Mort. of Aug. 1, 1870 guar....	18,000pm	8	May & Nov.	New York.	1908
2d Preference Bonds £1,610,264.	8,051,320	4*	"	"	...		Iowa Midland (C. & N. W.):					
3d Preference Stock £758,510.	8,732,550	4*	"	"	...		1st Mort. of Aug. 1, 1870 guar....	18,000pm	8	June & Dec.	New York.	1908
4th Preference Stock £5,571,210.	27,855,605	4*	"	"	...		Iowa Southern:					
Equipment Bonds £610,480.	3,062,400	6*	April & Oct.	"	...		1st Mortgage, tax free.....	1,000,000	7	June & Dec.	New York.	1908
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	...		Ironton:					
Provincial Debentu's £3,111,500	15,537,500	6*	"	"	...		1st Mortg.	130,000	7	May & Nov.	Philadelphia.	1875
Great Falls and Conway:							2d Mortg.	1,495,000	8	Jan. & July.	New York.	1885
1st Mortgage.....	200,000	6	Jan. & July.	Boston.	1878	...	2d Mortg.	100,000	8	March & Sept.	"	1888
Great Western (Canada):							2d Mortg.	80,000	8	May & Nov.	"	1882
Perpetual Debentures.....	227,273	5*	&</td									

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Jeffersonville, Madison & Indiana:						Lehigh Valley:					
1st Mortgage of Oct. 1, 1866.....	\$2,107,000	7	April & Oct.	New York.	1896	1st Mort. of 1858.....	\$963,000	6	April & Oct.	Philadelphia.	1872
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	"	"	1910	1st Mort. of 1868 (coup & reg.) free.....	3,343,000	6	June & Dec.	"	1898
1st Mortgage (Ind & Mad.) guar.....	397,000	7	May & Nov.	"	"	1st Mort. of '70 (reg.) for \$6,000,000.....	1,050,000	7	"	"	1900
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	"	"	1st Mort. (Hazleton R.R. to 1862.....	132,000	6	April & Oct.	"	1872
Louisville Loan (Jefferson R.R.)	74,000	6	"	"	"	Lewey's Island (S. C. & P.):	130,000	6	June & Dec.	Calais.	1876
Joliet and Chicago (C. & Alton):						1st Mortgage (Calais Loan):					
1st Mortgage a/c fund guar.....	410,000	8	Jan. & July.	New York.	1882	1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883
Joliet & Northern Ind. (Mich. C.):	800,000	8	Jan. & July.	New York.	1874	Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	18
1st Mortgage, guaranteed.....						1st Mortgage (Col. & Xenia):	307,000	6	March & Sept.	New York.	1890
Junction (Cin. & Indianapolis):						1st Mortgage (D. & Western):	275,000	7	Jan. & July.	"	1905
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	1st Mortgage (.....):	433,000	6	"	"	1905
2d Mortgage.....	800,000	7	March & Sept.	"	"	Little Rock and Fort Smith:					
1st Mortgage (Newcastle Br.):	250,000	7	June & Dec.	"	"	1st Mortgage for \$3,000,000 gold.....		6	Jan. & July.	Boston.	1899
Junction, Philadelphia:						Little Rock, Pine Bluff & N. O.:					
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	1st Mortgage.....					
2d Mortgage.....	300,000	6	April & Oct.	"	"	1st Mortgage.....	1,500,000	8	J. A. J. O.	New York.	1890
Junction and Breakwater:						Long Branch and Sea Shore:					
1st Mort. guar. by Delaware.....	400,000	8	Jan. & July.	New York.	1890	1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889
Kalam, Alleg. & Gr. R. (L.S. & M.S.):	840,000	8	Jan. & July.	New York.	1888	1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875
1st Mort. assumed by lessees.....						1st Mortgage (Extension):	175,000	7	Feb. & Aug.	"	1890
Kalamazoo, S. Haven (M.Cen.):	640,000	8	May & Nov.	New York.	1889	1st Mortgage (Glen Cove Br.):	65,000	6	May & Nov.	"	1893
1st Mortgage guaranteed.....						General Mortgage of 1869.....	775,000	8	"	"	1899
Kalam. & Three Riv. (L.S. & M.S.):	100,000	8	Jan. & July.	New York.	1887	Louisville & Miss. Riv. (Ch. & Al.):					
1st Mortgage, guaranteed.....						1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889
Kalam. & W. Pigeon (L.S. & M.S.):	400,000	7	Jan. & July.	New York.	1890	Louisville, Cincinnati, and Lexington:					
1st Mortgage, guaranteed.....						1st Mortgage (Cincinnati Br.):	3,000,000	7	Jan. & July.	New York.	1897
Kansas City and Santa Fe:						2d Mortgage (general):	1,000,000	8	April & Oct.	"	190
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	1st Mort. (Lo. & Frankfort Br.):	82,000	6	Jan. & July.	"	71-80
Kan. City, St. Jo. & Coun. Bluffs:						Louisville Loan (.....):	100,000	6	Jan. & July.	"	1851
1st Mortgage (consolid.) 264 m.	687,000	8	March & Sept.	N.Y. & Boston.	1890	1st Mort. (Lex. & Frankfort.):	25,000	6	"	"	1874
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	"	"	Louisville and Nashville:					
2d Mort. (" " " " ")	150,000	10	"	"	"	1st Mortgage, (Main Stem) 1858.....	1,285,000	7	Jan. & July.	New York.	1877
1st Mort. (St. Jo. & C. B. 80 m.)	1,400,000	10	March & Sept.	"	"	Louisville Loan (Main Stem).....	849,000	6	April & Oct.	"	86-87
2d Mort. (" " " " ")	539,500	8	June & Dec.	"	"	Louisville Loan (Lebanon Br.):	225,000	6	May & Nov.	"	1887
1st Mort. (Mo. Valley 61 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	1st Mortgage (Memphis Br.):	197,000	7	"	"	71-75
2d Mort. (" " " " ")	1,500,000	7	"	"	"	1st Mortgage (Bardstown Br.):	1,000	7	Jan. & July.	"	1870
Kansas Pacific (U. Pac. E. D.):						1st Mort. (Lebanon Br. Ext.):	88,000	7	May & Nov.	"	80-85
1st Mort. on R.R. 140 m.... gold	2,240,000	6*	Feb. & Aug.	New York.	1895	Louisville Loan (Leb. Br. Ext.):	333,000	6	April & Oct.	"	1893
1st Mort. on R.R. 254 m.... gold	4,063,000	6*	June & Dec.	"	"	Consolid. mort. of April 1, 1868.....	5,500,000	7	"	"	1898
1st Mort. on Branch 34 m....	600,000	7	May & Nov.	"	"	Lowell & Lawrence (B. & L.):					
Land Gr. Mort. on 2,000,000 acres	318,000	7	March & Sept.	"	"	1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878
1st M. on R.R. 24 m. & 3,000,000 a.	6,500,000	7	May & Nov.	"	"	Macon and Brunswick:					
1st M. on lands E. of 380th m. gold	2,000,000	7	Jan. & July.	"	"	1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	87-90
2d Mort. (U.S. Subsidy) on 394 m.	6,303,000	6	"	"	"	2d Mortgage of 1869.....	1,000,000	7	April & Oct.	"	1889
3d Mort. Income on 428 m.	4,275,000	7	(after 5 years.)	"	"	3d Mort. of 1870 endor. by State.....	1,000,000	7	May & Nov.	"	1890
Kent County (Del.):						Equipment Mortgage.....	150,000	7	.....	
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	Macon and Western:					
Kentucky Central (Cov. & Lex.):						1st Mort. of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	Madison and Portage:					
2d Mortgage March 1863.....	844,000	7	"	"		1st Mortgage.....	450,000	7	April & Oct.	New York.	1880
3d Mortgage June 1, 1865.....	237,000	7	June & Dec.	"		Madison and Portage:					
Keokuk, Iowa City and Minn.:						1st Mort. of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880
1st Mortgage.....						1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
2d Mortgage.....						1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
Keokuk and St. Paul (C. B. & Q.):						1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
1st Mortgage, guar. and tax free.....	1,000,000	8	April & Oct.	New York.	1879	1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
Lackawanna and Bloomsburg:						1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
1st Mortgage (Extension):	400,000	7	March & Sept.	Philadelphia.	1885	1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
2d Mortgage.....	500,000	7	April & Oct.	"	1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880	
2d Mortgage (Extension):	200,000	7	May & Nov.	"	1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880	
Income Mortgage.....	200,000	10	Jan. & July.	"	1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880	
Income Mortgage.....	79,335	7	April & Oct.	"	1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880	
La C. Trempele & Pres. (C. & N. W.):						1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	....	1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
Lafayette, Bloomington & Miss.:	1,300,000	8	— & —	New York.	....	1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
Lafayette, Muncie & Bloomington:	1,500,000	8	— & —	New York.	....	1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
1st Mortgage.....						1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
Lake Erie and Louisville:						1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
1st Mortgage for \$1,600,000....	500,000	7	Jan. & July.	New York.	1893	1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
Lake Shore & Michigan So.:						1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
Sunbury B'ds (C.P. & A.R.R. 95 m.)	500,000	7	Jan. & July.	New York.	1874	1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
Regis. Bonds (" " " " ")	1,000,000	7	"	"	"	1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
3d Mortgage (" " " " ")	1,000,000	7	April & Oct.	"	"	1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
Divid'd Bonds (L. S. R. 258 m.)	1,500,000	7	"	"	"	1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
S. Fund Bonds (L.S. & M.S. 013m)	2,000,000	7	"	"	"	1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
Consol. M. reg. (" " " " ")	597,000	7	J. A. J. & O.	"	"	1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
Conol. M. coup. (" " " " ")	63,000	7	Jan. & July.	"	"	1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
1st Mort. (M.S. & N. In. RR. 521m)	5,255,000	7	May & Nov.	"	"	1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
2d Mort. (" " " " ")	2,693,000	7	"	"	"	1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
1st Mort. (June, R.R. 494 m.)....	115,000	7	June & Dec.	"	"	1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
2d Mort. (Clev. & Tol. R.R. 1624m)	2,014,000	7	Jan. & July.	"	"	1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
M. of '66 (" " " " ")	844,000	7	April & Oct.	"	"	1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
Mort. Bonds (Buff. & E. R. R. 88m)	23,000	7	June & Dec.	"	"	1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
Mort. Bonds (" " " " ")	100,000	7	May & Nov.	"	"	1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
Mort. Bonds (" " " " ")	200,000	7	Jan. & July.	"	"	1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
Mort. Bonds (" " " " ")	300,000	7	March & Sept.	"	"	1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
Mort. Bonds (" " " " ")	3,000,000	7	April & Oct.	"	"	1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
1st Mort. (D.M. & Tol. R.R. 65 m.)	924,000	7	Feb. & Aug.	"	"	1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
1st Mort. (Kal. & W. P. R.R. 37 m)	400,000	7	Jan. & July.	"	"	1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
1st Mort. (Sch. & Three Riv. R.R.)	100,000	8	"	"	"	1st Mort. of Oct. 1870.....	450,000	7	April & Oct.	New York.	1880
1st Mort. (Kal. & Three Riv. R.R.)	100,000	8	"	"	"	1st Mort. of Oct. 1870.....	450,000</				

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Midland Pacific :							Newark and New York (Cent.) :						
1st Mortgage gold	\$1,100,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage.....	\$600,000	7	Jan. & July.	New York.	1891
Mifflin & Centre Co. (Pa. R. R.) :							Newark, Somerset & Straitaville	800,000	7	May & Nov.	New York.	1889	
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....	1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881
Milwaukee & Chicago, (C&NW) :							New Bedford and Taunton :	1st Mortgage.....	972,000	6*	May & Nov.	London.	1867
1st Mortgage, guaranteed	182,000	7	March & Sept.	New York.	1874	New Brunswick and Canada :	1st Mortgage, Sterling £200,000.					
2d Mortgage, "	10,500	7	Jun. & Dec.	"	1898	Newburg & New York (Erie) :	1st Mortgage for \$600,000.....	250,000	7	Jan. & July.	New York.	1889
Mil. & Prairie du Chien (M&StP) :							New Canaan :	1st Mortgage.....	75,756	7	April & Oct.	New York.	1889
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	Newcastle and Beaver Valley :	1st Mortgage for \$150,000.....	91,800	7	May & Nov.	Philadelphia.	1882
2d Mortgage, (")	1,315,000	7,3	"	"	1898	New Haven and Derby :	1st Mortgage for \$150,000.....	150,000	7	May & Nov.	New Haven.	1888
Milwaukee and St. Paul :							New H. & Northampton (Canal) :	1st Mortgage for \$150,000.....	1,000,000	7	Jan. & July.	New York.	1899
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	94	1st Mortgage.....	Convertible, tax free.....	400,000	6	April & Oct.	"	1890
1st Mortgage (E. Div. Palmer)	792,000	8	May & Nov.	"	1874	New Jersey (Pennsylvania) :	1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875
1st Mort. (Iowa and Minn. Div.)	2,92,000	7	Jan. & July.	"	1897	88	2d Loan	450,000	6	"	"	1878	
1st Mortgage (Minn. Cent.)	208,000	7	"	"	1898	....	3d (State Loan)	1,0,000	6	"	"	1887
1st Mortgage (Iowa & Dak.)	1,008,000	7	"	"	1898	95	New Jersey Midland (N.Y. & O.M.) :	1st Mortgage.....	3,000,000	7*	Jan. & July.	New York.	1895
1st Mortgage (P. du C.Div.)	3,674,000	8	Feb. & Aug.	"	1898	110	2d Mortgage.....	400,000	7	"	"	1891	
2d Mortgage (P du C.Div.)	1,315,000	7,3	"	"	1898	98	New Jersey Southern :	1st Mortgage of Sept. 19, 1869.....	2,000,000	7	May & Nov.	New York.	1889
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	"	1884	85	1st Mortgage (Tom's Riv. Br.)	120,000	6	Feb. & Aug.	"	1890	
Income Mortgage.....	20,000	7	Jan. & July.	"	1873	New Jersey West Line :	1st Mort. for \$3,000,000.....	7*	May & Nov.	New York.	1900
Milwaukee City Loan	234,000	7	March & Sept.	"	1891	New London Northern :	1st Mortgage.....	51,000	7	June & Dec.	New London.	1875
Milwaukee and Western bonds	247,000	7	Jan. & July.	"	1891	....	1st Mortgage, Extended.....	3,0,000	7	March & Sept.	"	1885
Real Estate Purchase.....	148,500	7	various.	"	1891	....	Consol. Mortgage.....	230,000	7	April & Oct.	New York.	1888
Incumbrances assumed.....	35,073	7	"	"	1891	New O, Baton-Rouge & Vicksb'g :	1st Mort.	12,500pm	8*	— & —	New York.	1910
Mineral Point :							1st Mort.	12,500pm	8*	— & —	"	1910	
1st Mortgage, Dec. 21, 1868	320,000	10	Jan. & July.	New York.	1890	N. Orleans, Jackson & Gt. North.	1st Mortgage of July 1, 1856.....	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886
Minne-ota and North Western :							2d Mortgage of Oct. 1, 1860.....	1,500,000	8*	April & Oct.	New Orleans.	1890	
1st Mort. sinking fund.....	20,000pm	7*	Jan. & July.	New York.	1895	....	City Extension Mort.	1,000,000	7*	— & —	"	1890
Mississippi Central :							New Orleans, Mobile and Texas :	1st Mortgage, skg fd, 227 m. gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915
1st Mortgage (Miss. Cen.)	1,854,000	7	May & Nov.	New York.	1873	....	1st Mortgage, skg fd, 227 m. curd	12,500pm	8	"	New York.	1915
2d Mortgage (")	2,000,000	8	Feb. & Aug.	"	1876	....	2d Mortgage on 227 miles.....	12,500pm	8	"	"	1915
1st Mort. (Miss. Cen. & Tenn.)	25,000	6	April & Oct.	"	1863	New Orleans and Selma :	1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900
Tennessee Loan bonds	1,275,9,0	6	Jan. & July.	"	1892	1st Mortgage	1st Mortgage	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889
Mississippi, Ouachita & Red Riv. :							New York Central :	Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883
1st Mortgage	12,000pm	7*	— & —	New York.	1900	....	Bonds for Debts assumed.....	1,514,000	7	May & Nov.	"	1876
1 and Mort. (257,000 acres)	1,000,000	7*	— & —	"	1890	....	Bonds for B. & F. N. F. R.R.'s t.	76,000	6	Feb. & Aug.	"	1883
Arkansas State Loan	10,000pm	7	— & —	"	1890	48	Bonds for railroad stocks.....	592,000	6	"	"	1883	
Mississippi and Tennessee :							Bonds for real estate.....	122,000	6	"	"	1883	
1st Mortgage of April 1, 1856	600,000	7	April & Oct.	New York.	1876	....	Bonds and mortgages for R. E.	22,800	7	various.	"	var.
Consolidated Mortgage of 1866	1,179,500	8	March & Sept.	"	'81-'93	....	Bonds Convertible till Aug. 1, '69	195,000	7	Feb. & Aug.	"	1876
Mississippi River :							Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	"	1887	
1st Mortgage.....	17,000pm	7	— & —	New York.	1910	....	1st Mort. (Hudson Riv. R.R.)	200,000	7	Feb. & Aug.	"	1870
Mississippi, Iowa & Nebraska :							2d Mort. (") " F.	1,891,000	7	June & Dec.	"	1885	
1st Mort. of June 1, 1870	gold	7*	June & Dec.	New York.	1910	....	3d Mort. (") " F.	180,000	7	May & Nov.	"	1875
Missouri, Kansas and Texas :							Conv. B'ds (") " F.	8,000	7	"	"	1867	
1st M. RR & land (U.P.S.B.) SF	4,145,000	6	Jan. & July.	New York.	1869	New York and Fort Lee (Erie) :	1st Mortgage.....	20,000	7	Jan. & July.	New York.	1898
1st M. (Tebo & Nesho) S.F. gold	2,000,000	7*	June & Dec.	"	1903	....	1st Mortgage.....	135,000	7	— & —	New York.	1876
Consol. L.G. S.F. (\$14,000,000) g'd	1,606,000	7*	Feb. & Aug.	"	1904	....	New York & Flushing (F. & N.S.) :	20,000	7	Jan. & July.	New York.	1898
Missouri River, Ft. Scott & Gulf :							1st Mortgage.....	20,000	7	Jan. & July.	New York.	1898	
1st Mortgage of Jan. 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	99	New York and Harlem :	1st Mortgage.....	135,000	7	— & —	New York.	1876
2d Mortgage of April 16, 1870	1,400,000	10	April & Oct.	"	1890	91	1st Mortgage.....	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	
Missouri Valley (K. U. S. J. & C.B.) :							New York Central :	Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....	Bonds for Debts assumed.....	1,514,000	7	May & Nov.	"	1876
1st Mortgage "	1,000,000	7*	"	"	1893	....	Bonds for B. & F. N. F. R.R.'s t.	76,000	6	Feb. & Aug.	"	1883
Mobile & Alabama Grand Trunk :							Bonds for railroad stocks.....	592,000	6	"	"	1883	
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	1877	....	Bonds and mortgages for R. E.	22,800	7	various.	"	var.
Mobile & Alabama Grand Trunk :							Bonds Convertible till Aug. 1, '69	195,000	7	Feb. & Aug.	"	1876	
Mobile & Alabama Grand Trunk :							Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	"	1887	
Mobile and Girard :							1st Mort. (Hudson Riv. R.R.)	200,000	7	Feb. & Aug.	"	1870	
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....	2d Mort. (") " F.	1,891,000	7	June & Dec.	"	1885
2d Mortgage, endorsed by Ala	300,000	7	"	"	1883	....	3d Mort. (") " F.	180,000	7	May & Nov.	"	1875
Plain Bonds	33,500	7	— & —	Mobile.	1883	....	Conv. B'ds (") " F.	8,000	7	"	"	1867
Mobile and Montgomery :							New York and Fort Lee (Erie) :	1st Mortgage.....	20,000	7	Jan. & July.	New York.	1898
1st Mortgage of 1868	1,250,000	8	May & Nov.	New York.	1888	....	1st Mortgage.....	20,000	7	Jan. & July.	New York.	1898
Mobile and Ohio :							New York & Fort Lee (Erie) :	1st Mortgage.....	135,000	7	— & —	New York.	1876
1st Mortgage.....	5,470,000	8*	May & Nov.	New York.	1882	....	1st Mortgage.....	3,000,000	7	May & Nov.	N.Y. or Lond.	1889
Interest bonds (10 years)	803,700	8	"	"	1882	New York Central :	Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883
Interest bonds 2d issue	377,900	8	"	"	1878	....	Bonds for Debts assumed.....	1,514,000	7	May & Nov.	"	1876
Interest bonds sterling	755,400	6*	"	"	1883	....	Bonds for B. & F. N. F. R.R.'s t.	76,000	6	Feb. & Aug.	"	1883
Income Mortgage	1,151,000	8	various.	New York.	1883	....	Bonds for railroad stocks.....	592,000	6	"	"	1883
Montgomery & Erie (Erie) :							Bonds and mortgages for R. E.	22,800	7	various.	"	var.	
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1880	....	Bonds Convertible till Aug. 1, '69	195,000	7	Feb. & Aug.	"	1876
Montgomery and Bufala :							Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	"	1887	
1st Mortgage of 1856, endorsed	640,000	8	March & Sept.	New York.	1886	....	1st Mort. (Hudson Riv. R.R.)	200,000	7	Feb. & Aug.	"	1870
1st Mortgage of 1870, endorsed	300,000	... June & Dec.	"	"	1900	....	2d Mort. (") " F.	1,891,000	7	June & Dec.	"	1885
Montgomery & West Point (Wtn) :							3d Mort. (") " F.	180,000	7	May & Nov.	"	1875	
Mortgage of 1856	16,000	8	Jan. & July.	New York.	1890	....	Conv. B'ds (") " F.	8,000	7	"	"	1867
1st Mortgage	450,000	8	"	"	1876	New York and Fort Lee (Erie) :	1st Mortgage.....	20,000	7	Jan. & July.	New York.	1898
1st Mortgage	208,000	8	"	"	1883	....	1st Mortgage.....	20,000	7	Jan. & July.	New York.	1898
2d Mortgage	234,000	8	"	"	1881	New York & Flushing (F. & N.S.) :	1st Mortgage.....	135,000	7	— & —	New York.	1876
Income Mortgage	564,000	8	various.	Montgomery.	var.	....	1st Mortgage.....	20,000	7	Jan. & July.	New York.	1898
Montreal & Champlain :							New York and New Haven :	1st Mortgage.....	3,000,000	7	May & Nov.	New York.	1873
1st Mortgage Sterling £181,400.	882,813	6	Jan. & July.	London.	1890	....	1st Mortgage.....	3,000,000	7	May & Nov.	"	1873
2d Mortgage	370,000	8	"	"	1879	New York & Oswego Midland :	1st Mort. for \$8,000,000.....	3,800,000	7*	Jan. & July.	New York.	1894
Convertible bonds	600,000	7	Jan. & July.	"	1900	....	1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873
Construction bonds	3,584,000	7	Feb. & Aug.	"	1889	....	1st Mortgage.....	80,000	6	"	"	1878
Muscatine (South-Western) :							Consol. Mort. for \$1,000,000.....	512,000	7	Jan. & July.	"	1899	
1st Mortgage	330,000	7	Jan. & July.	Savannah.	1887	Niles and New Lisbon :	1st Mortgage.....	500,000	7	— & —	Philadelphia.	1889
Nashville and Chattanooga :						....	1st Mortgage	414,350	6	March & Sept.	Boston.	1854
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1899	....	1st Mortgage, guaranteed	110,500	7	Jan. & July.	New York.	1877
1st Mortgage not endorsed	23,000	6	"	"	1890	....	1st Mortgage	396,000	8	"	"	1877
Tenn. State Loan	150,000	6	"	"	1892	2d Mortgage for \$500,000.....	416,000	8	"	"	Norfolk.	1893
Tenn. State Loan (Jasper Br.)	245,000	6	"	"	1900	North Carolina :	1st Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877
Nashville and Decatur :						Mortgage Bonds.....	193,500	8	"	"	"	1877
1st Mort. Tenn. State Loan	2,629,042	6	Jan. & July.	New York.	1892	Mortgage Bonds.....	209,000	8	"	"	"	1888
2d Mortgage	500,000	6	"	"	1870	North Eastern :	1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869
Income Bonds (Tenn. and Ala.)	200,000	10	April & Oct.	"	1887	2d Mortgage	69,500	7	"	"	"	1868
Consols for \$2,100,000 at 7d gold	7	— & —	"	1901	General Mortgage 1st Preference	77,000	7	"	"	"	1899
Nhuonu (N. Jersey) :						General Mortgage 2d Preference	141,500	7	"	"	"	1899
1st Mortgage for \$7,200,000 .....	.....	7	— & —	New York.	1901	....	Funded Interest.....	117,495	7	"	"	"

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
North Missouri:												
1st Mortgage of Jan. 1865	\$6,000,000	7	Jan. & July.	New York.	1895	93½	Pemberton & N. York (N.J.S.):	\$375,000	7	Jan. & July.	New York.	1890
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	"	1888	...	1st Mortgage, guaranteed	...	...	...	...	...
3d M. of Oct. 1869 (7 p.c after 5 yrs)	3,000,000	10	"	"	1888	...	Peninsula (C. & N. W.):	855,000	7	March & Sept.	New York.	1898
North Pennsylvania:							1st Mortgage, guaranteed	...	...	...	...	...
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	98½	Peninsular (Mich. Ind. & Ill.):	1,800,000	7	May & Nov.	New York.	1899
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110	1st Mortgage	...	...	...	...	...
2d Mortgage	1,246,000	7	May & Nov.	"	1896	97	Pennsylvania and New York:	1,500,000	7	June & Dec.	Philadelphia.	1896
Northern Central:							1st Mortgage	1,500,000	7	"	"	1906
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	...	Penobscot and Kennebec (M. C.):	577,000	6	April & Oct.	Bangor.	1872
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	91	1st Mortgage (Bangor Loan):	169,500	6	Feb. & Aug.	Boston.	1870
3d Mortgage	1,223,000	6	April & Oct.	"	1900	86	2d Mortgage	...	...	...	...	...
3d Mortgage (York & Cumb. RR)	500,000	6	Jan. & July.	"	1877	...	Peoria & Bureau Val (C.R.I.L.P.):	600,000	8	Jan. & July.	New York.	1877
Consol. Mort. of July 1868.	2,019,000	6*	"	"	1902	91½	Peoria & Hannibal (C. B. & Q.):	600,000	8	Jan. & July.	Boston.	1878
Income conv. of April 1, 1870.	475,000	7	April & Oct.	"	1880	...	1st Mortgage, tax free	...	...	...	...	...
Northern New Hampshire:							Peoria, Pekin and Jacksonville:	1,000,000	7	Jan. & July.	New York.	1894
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	...	1st Mort. of May 1, 1867.	1,000,000	7	Jan. & July.	"	1900
Northern New Jersey (Eric):							2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	"	...
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	...	Peoria and Rock Island:	1,500,000	7*	April & Oct.	New York.	1900
Northern Pacific:							1st Mortgage	...	...	...	...	...
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	...	Perkiomen (Phila. & Rdg.):	610,200	6	April & Oct.	Philadelphia.	1897
North Western Virginia:							1st Mortgage	...	...	...	...	...
2d Mortgage (assumed B. & O.):	458,500	6	Jan. & July.	Baltimore.	1873	99	Perth Amboy and Woodbridge:	100,000	6	— & —	New York.	1886
3d Mortgage ("").	140,000	6	"	"	1885	91	1st Mortgage, guaranteed	...	...	...	...	...
Norwich and Worcester:							Petersburg:	...	...	...	...	...
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	...	Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871
Plain bonds	59,000	7	June & Dec.	"	1874	...	Mortgage Bonds	25,500	7	"	"	1865
Steamboat bonds	46,500	7	Feb. & Aug.	"	1870	...	Mortgage Bonds	266,500	8	"	"	79-98
Construction bonds	250,000	7	Jan. & July.	"	1877	...	Philadelphia and Baltimore Cent.	800,000	7	Jan. & July.	Philadelphia.	1879
New bonds of 1870.	22,000	7	"	"	1890	...	1st Mortgage (Penn. Div.):	300,000	6	"	"	1891
Nyack and Northern:							1st Mortgage (Md. Div.):	5,000,000	6	March & Sept.	Philadelphia.	1881
1st Mortgage	100,000	7	Jan. & July.	New York	1890	...	1st Mortgage	...	...	...	...	...
Oakland & Ottawa (D. & M.):							2d Mortgage	...	...	...	...	...
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1878	...	3d Mortgage	3,598,000	6	"	"	1920
1st Mortgage ("") dollar.	51,000	7	"	New York.	1873	...	1st Mortgage (Sunbury & Erie):	1,000,000	6	April & Oct.	...	...
Ogdensburg and Lake Champlain:							1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882
1st Mort. conv. into pref. stock.	4,600	7	Jan. & July.	Boston.	1869	...	Philadelphia and Reading:	100,000	6	Jan. & July.	Philadelphia.	1871
2d Mort. conv. into com. stock.	25,200	7	April & Oct.	"	1861	...	Debenture Loan of 1861	1,121,000	6	"	"	1893
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102	Debenture Loan of 1868	2,625,000	7	"	"	83
Ohio and Mississippi:							Debenture Loan of 1870	143,500	5	"	"	1886
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	99½	Mortgage Loan of 1857, conv.	1,521,000	6	"	"	82
1st Mortgage, (W. Div.)	850,000	7	"	"	1872	...	Mort. Loans of 1843-44-48 & 49	2,700,000	7	April & Oct.	"	1893
2d Mortgage, (W. Div.) conv.	534,000	7	"	"	1874	86	Mortgage Loan of 1868	182,400	5*	Jan. & July.	London.	1880
Income Mort. (W. Div.)	221,500	7	April & Oct.	"	1882	...	Sterling Loan of 1836	976,800	6*	"	"	1880
Funded Debts Mort. (W. Div.)	16,500	7	"	"	1882	...	Sterling Loan of 1843	288,000	7*	"	"	72-77
Consolidated Mort.	2,761,000	7	Jan. & July.	"	1898	94	Sterling Loan of 1836	...	...	...	...	...
Consolidated Mort. (sterling).	101,850	7	"	London.	1898	...	Philadelphia, Wilmington & Balt.:	349,000	6	Jan. & July.	Philadelphia.	1884
Oil Creek and Allegheny River:							Mortgage, convertible	600,000	6	Jan. & July.	Philadelphia.	1888
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	86	Plain Bonds	400,000	6	April & Oct.	"	1871
1st Mortgage	550,000	7	April & Oct.	"	1882	...	Plain Bonds	1,000,000	6	"	"	1876
1st Mortgage	200,000	7	Jan. & Dec.	"	1871	...	Plain Bonds	...	6	"	"	1887
2d Mortgage	71,000	7	May & Nov.	"	1871	...	Pittsburg, Cin. & St. Louis (Pa.):	6,207,000	7	Feb. & Aug.	Philadelphia.	1890
Consolidated Mortgage.	819,000	7	"	"	1888	82½	1st Mortgage, guaranteed	3,820,000	6	March & Sept.	"	78
Old Colony and Newport:							2d Mort. conv. (Steubenville Ind.):	4,000,000	7	Jan. & July.	Baltimore.	1898
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102	Pittsburg & Connellsville (B. & O.):	1,000,000	7	Jan. & July.	"	...
Plain Bonds	1,000	6	March & Sept.	"	1874	9½	1st Mortgage, tax free	...	...	...	...	...
Plain Bonds	485,000	8	April & Oct.	"	1875	96	2d Lenn. Balt. Loan	1,000,000	6	"	"	...
Plain Bonds	1,000,000	6	March & Sept.	"	1876	94½	Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889
Plain Bonds	34,000	6	"	"	1884	...	Real Estate bonds	100,000	6	various	Baltimore.	1883
Omaha and Southwestern:							Pittsburg, Ft. Wayne & Chicago:	875,000	7	Jan. & July.	New York.	1912
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	...	1st Mortgage (Series A.):	875,000	7	Feb. & Aug.	"	1912
Orange, Alexandria & Manassas:							1st Mortgage (Series B.):	875,000	7	"	"	...
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	86	1st Mortgage (Series C.):	875,000	7	March & Sept.	"	...
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	"	1875	80	1st Mortgage (Series D.):	875,000	7	April & Oct.	"	...
3d Mort.	508,000	8	May & Nov.	Richmond.	1873	86	1st Mortgage (Series E.):	875,000	7	May & Nov.	"	...
4th Mort.	574,000	8	March & Sept.	Alexandria.	1880	6	1st Mortgage (Series F.):	875,000	7	June & Dec.	"	...
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	83	2d Mortgage (Series G.):	860,000	7	Jan. & July.	"	...
Va. State Loan	249,982	7	"	"	1893	...	2d Mortgage (Series H.):	860,000	7	Feb. & Aug.	"	1912
Osage Valley & Southern Kansas:							2d Mortgage (Series I.):	860,000	7	March & Sept.	"	...
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	...	2d Mortgage (Series K.):	860,000	7	April & Oct.	"	...
Oswego and Rome (R.W. & O.):							2d Mortgage (Series L.):	860,000	7	May & Nov.	"	...
1st Mortgage guar.	500,000	7	May & Nov.	New York.	1916	...	2d Mortgage (Series M.):	860,000	7	June & Dec.	"	...
Income Mortgage guar.	112,100	6	Feb. & Aug.	"	1891	...	3d Mortgage	2,000,000	7	April & Oct.	"	1912
Oswego and Syracuse (D.L. & W.):							Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	"	1876
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	"	...	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874
2d Mortgage, guaranteed	375,000	7	"	"	1885	...	Construct. on bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877
Ottawa, Osw. & Fox R.V. (CB&Q):							Port Huron & Lake Michigan:	1,800,000	7*	May & Nov.	New York.	1899
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	...	1st Mortgage of May 1, 1869:	875,000	7	Jan. & July.	"	...
Owensboro' and Russellville:							1st Mortgage (K. & P.R.R.) 1861-'61:	224,800	6	April & Oct.	Portland.	1883
1st Mortgage	200,000	6	April & Oct.	New York.	1886	...	Funded Int. bds Oct. 1, 1863.	22,648	6	"	Boston.	1883
Pacific Co. of Mo.:							1st Mort. (K. & P.R.R.) April, 1865:	79,700	6	"	"	1895
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	...	Portland loan:	100,000	6	— & —	Portland.	...
1st Mortgage	7,000,000	*Jan. & July.	"	St. Louis.	var.	...	Stock certificates (Yarmouth):	202,400	6	April & Oct.	Portland.	...
Real Estate Bonds	500,000	10	various.	"	"		1st Mortgage of 1868:	250,000	6	— & —	Portland.	1883
St. Louis County Loan	700,000	6	Feb. & Aug.	"	"		1st Mortgage of 1883:	800,000	6	— & —	Ridgefield and Eastern:	...
Panama:							1st Mort. skg'd conv. ... gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889
Sterling Bonds £152,775 at 4.85.	740,959	7*	Feb. & Aug.	London.	1872	...	1st Mort. (Warren & Bristol):	55,000	8	June & Dec.	Providence.	1877
Sterling Bonds £19,350 at 4.85.	93,847	7*	April & Oct.	"	1875	...	1st Mortgage of 1868:	55,000	8	"	"	...
Sterling Bonds £597,800 at 4.85.	3,869,330	7*	"	"	1875	...	Quincy and Toledo (T. W. & W.):	1,000,000	7	May & Nov.	New York.	1890
Paterson and Newark (Eric):							1st Mortgage, guaranteed	500,000	7	Jan. & July.	"	...
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	...	Quincy and Warsaw (C. B. & Q.):	500,000	7	Jan. & July.	New York.	1910
Paterson and Ramapo (Eric):							1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1890
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	...	1st Mort. guar. and tax free	800,000	8	Jan. & July.	"	100
Pekin, Junc. & Decatur (T.W. & W.):												

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coln."

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.		
			When.	Where	Due.				When.	Where	Due.
Tioga:											
1st Mortgage.....	\$243,000	7	May & Nov.	New York.	1872	....	Western Union (M. & St. P.):				
Toledo, Peoria and Warsaw:							1st Mortgage for \$5,000,000.....	\$3,275,000	7	Feb. & Aug.	New York.
1st Mortgage (E. Div.).....	1,800,000	7	June & Dec.	New York.	1864	94	1896	....		
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1866	93 ¹	March & Sept.				
2d Mortgage (W. Div.).....	1,300,000	7	April & Oct.	"	1866	82	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	Camden.
Equipment sinking fund.....	406,000	8	Jan. & July.	"	1879	....	Consolidated mort. Apr. 1, 1869.....	979,000	7	April & Oct.	"
Toledo, Wabash and Western:							1st Mortgage.....	676,300	7	— & —	New York.
1st Mort. (Tol. & Ill. 75 m.)....	900,000	7	Feb. & Aug.	New York.	1890	100	West Jersey:				
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	....	Loan of Mar. 1861, guar. by C. & A. 400,000	6	March & Sept.	"	
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	94 ¹	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	1883
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871	....	Consolidated mort. Apr. 1, 1869.....	979,000	7	April & Oct.	1896
Equipment Bonds (T. & W. 75m.)	600,000	7	"	"	1883	86 ¹	West Shore Hudson River:				
Consol. M. (T. W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	"	1907	90	1st Mortgage.....	676,300	7	— & —	New York.
Decatur & East St. Louis 109 m.	2,700,000	7	"	"	1900	90 ¹	West Wisconsin:				
Troy and Boston:							1st M. L. G., stg. conv. £800,000.	4,000,000	7 ²	Jan. & July.	N.Y. or Lond.
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....	Wimicoe and Pocomoke:				
2d Mortgage.....	300,000	7	April & Oct.	"	1885	....	1st Mortgage.....	200,000	6	Jan. & July.	Philadelphia.
3d Mortgage.....	650,000	7	May & Nov.	"	1875	....	Williamston and Tarboro:				
Convertible Bonds.....	648,000	7	"	"	1882	....	1st Mortgage coupon.....	350,000	8	May & Nov.	New York.
Troy, Salem & Rutland (R. & Sar.):							1st mortgage.....	1,000,000	8	Jan. & July.	1900
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1894	....	1st Mortgage, endor. by N. Car.	1,000,000	8	"	"
Troy Union:							2d Mortgage.....	2,250,000	7	April & Oct.	Philadelphia.
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	2d Mortgage.....	262,200	7	Jan. & July.	1902
2d Mortgage, guaranteed.....	360,000	6	"	"	1873	....	Wilmington and Weldon:				
Union Pacific:							Sterling Loan.....	576,888	6	Jan. & July.	London.
1st Mortgage, tax free.....	27,237,000	6 ³	Jan. & July.	N.Y. & Boston	1855-99	92	Sterling Loan.....	197,777	7	May & Nov.	1881
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston	1859	82 ¹	Sinking Fund Bonds.....	710,000	7 ²	Jan. & July.	1886
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	87	Winona & St. Peter (C. & N. W.):				
2d Mortgage (U. S. subsidy).....	27,236,512	6	Jan. & July.	N.Y. & Boston	1855-99	....	1st Mortgage.....	20,060pm	7	Jan. & July.	New York.
Union Pacific—Central Branch:							2d Mortgage.....	12,000pm	7	May & Nov.	....
1st Mortgage.....	1,600,000	6 ⁴	May & Nov.	New York.	1895	....	CANAL BONDS.				
2d Mortgage (U. S. subsidy).....	1,600,000	6	Jan. & July.	"	1896	....	Chesapeake and Delaware:				
Union Pacific, E. D. (see K. P. C.):							1st Mortgage.....	2,039,150	6	Jan. & July.	Philadelphia.
Union Pacific, S. Br. (M. K. & T.):							Chesapeake and Ohio:				
1st M. R. R. 32m. & 1,300,000 acres	4,145,000	6	Jan. & July.	New York.	1899	....	Maryland State Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.
Union and Titusville:							Sterling, Loan guaranteed.....	4,375,000	6 ⁵	"	London.
1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1890	....	Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.
Utica and Black River:							Delaware Division (L. C. & W.):				
1st Mortgage, July 1868.....	150,000	7	Jan. & July.	New York.	1878	....	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.
Vermont Central:							Delaware and Hudson:				
1st Mortgage.....	3,000,000	7	June & Dec.	Boston	1886	87	Mortgage bonds tax free.....	1,500,000	7	May & Nov.	New York.
2d Mortgage.....	1,500,000	7	"	"	1891	35	Mortgage bonds of 1870, tax free.....	3,500,000	7	Jan. & July.	"
Equip. Loans of 1866-'67.....	1,000,000	8	May & Nov.	"	1866	76-77	Delaware and Raritan (See Camden and Ambrose R. R.):				
Equip. Loans of 1867.....	1,000,000	8	"	"	1889	100	Erie of Pennsylvania:				
Stanstead, Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	86	Bonds (original).....	743,654	7	Jan. & July.	Philadelphia.
Guar. Stock (Vt. & Ca.):	2,000,000	8	June & Dec.	"	1887	86	Bonds for interest prior to 1860.....	161,960	7	"	"
Vermont and Massachusetts:							Lehigh Coal and Navigation:				
1st Mortgage.....	550,000	6	Jan. & July.	Boston	1883	92	Mortgage Loan.....	5,655,100	6	J. A. J. & O.	Philadelphia.
Convertible tax free bonds.....	200,000	7	"	"	1879	....	Mortgage Loan.....	2,000,000	6	"	"
Vermont Valley (Vt. Central):							Gold Loan.....	5,000,000	6 ⁶	June & Dec.	1887
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	....	Gold Loan.....	980,000	6 ⁷	"	"
1st Mortgage.....	114,000	6	"	Boston	1860	....	Convertible Loan.....	1,996,879	6	"	"
1st Mortgage.....	298,200	7	"	New York.	1859	....	Monongahela Navigation:				
Vicksburg and Meridian:							1st Mortgage.....	103,000	6	Jan. & July.	Pittsburg.
General Mort., 1st series (red).....	\$722,500	7	Jan. & July.	Philadelphia.	1890	....	2d Mortgage.....	7,000	6	"	"
" " 2d series (blue).....	850,000	7	"	"	1890	....	Morris (and Banking):				
" " 3d series (black).....	154,000	7	"	"	1890	....	1st Mortgage.....	500,000	6	April & Oct.	Jersey City.
" " (not endorsed).....	1,273,000	7	April & Oct.	"	1890	....	2d Mortgage.....	285,000	6	"	1876
Special Loan.....	225,438	8	Jan. & July.	"	1890	....	Boat Loan, sinking fund.....	236,965	6	"	1885
Vineland:							Dividend Scrip.....	103,164	7	"	91
1st Mortgage.....	750,000	7	April & Oct.	New York.	1890	....	Pennsylvania:				
Virginia Central see "Chesa. & O."							1st Mortgage.....	1,632,000	6	Jan. & July.	Philadelphia.
Virginia & Tennessee (A. M. & O.):							Schuylkill Navigation:				
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873	90	1st Mortgage.....	1,751,213	6	March & Sept.	Philadelphia.
2d Mortgage.....	4,000	6	"	"	1869	76 ¹	2d Mortgage.....	4,066,670	6	Jan. & July.	1872
3d Mortgage.....	990,000	6	"	"	1884	....	Plain Bonds.....	171,354	6	"	79
Income Mortgage.....	113,000	6	"	"	1866	....	Improvement bonds.....	305,500	6	May & Nov.	1876
4th Mortgage.....	346,000	8	"	"	1866	....	Boat and Car Loan 1863.....	800,000	6	"	88
Registered Certificates.....	116,129	8	"	"	1900	88	Boat and Car Loan 1864.....	633,650	7	"	1888
Interest Funding Bonds.....	204,200	8	"	"	Richmond.	....	Susquehanna (S. & Tide Water):				
Walkill Valley (20,000 per mile) :					New York.	1880	1st Mortgage.....	227,500	6	Jan. & July.	Philadelphia.
1st Mortgage.....	350,000	7	April & Oct.	New York.	1910	....	2d Mortgage.....	700,000	6	"	"
Ware River (N. & N.):							3d Mortgage stg.	872,667	6 ⁸	"	London.
1st Mortgage for \$1,000,000.....	239,300	7	Jan. & July.	Boston.	1890	....	Tide-Water (Susq. & Tide-W.):				
Warren (D. L. & W.):							1st Mortgage.....	97,810	6	Jan. & July.	Baltimore.
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	....	2d Mortgage.....	300,000	6	"	1884
Warwick Valley (Erie):							3d Mortgage.....	436,333	6	"	1885
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	....	Union:				
Washington and Ohio:							1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.
1st Mortgage 1865 for \$8,000,000.....							West Branch and Susquehanna:				
Watertown & Rome (R. W. & O.):							1st Mortgage, sinking fund.....	450,000	6	June & Dec.	Philadelphia.
2d Mortgage.....	3,000	7	March & Sept.	New York.	1871	....	2d Mortgage.....	297,000	6	May & Nov.	1878
Sinking Fund.....	796,900	7	"	"	1880	....	3d Mortgage.....	13,000	6	"	1888
Westchester and Philadelphia:							Wyoming Valley (Penn.):				
1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	100	1st Mortgage, assumed by Pa...	600,000	6	Jan. & July.	Philadelphia.
3d Mortgage (8c compromised).....	587,400	6	April & Oct.	"	1878	....	MISCELLANEOUS.				
Western Alabama:							American Dock & Improvement:				
Mortgage consolidated guar.....	1,200,000	8	April & Oct.	New York.	1900	....	1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.
1st Mortgage (before consolid.).....	600,000	8	"	"	1888	....	Consolidated (Md.) Coal:				
1st Mortgage (M. & W. Point R. R.):	750,000	8	Jan. & July.	"	1881	....	1st Mortgage, convertible.....	750,000	7	Jan. & July.	New York.
Western (B. & Albany):							1st Mortgage.....	566,000	7	Feb. & Aug.	Philadelphia.
Sterling Bonds.....	1,619,520	5 ⁹	April & Oct.	London.	1871	....	Long Dock:				
Albany Loan (A. & W. Stickbdge)	500,000	6	Jan. & July.	Boston.	1876	....	Mortgage Bonds, guaranteed ...	2,600,000	7	June & Dec.	New York.
Dollar Bonds.....	753,500	6	April & Oct.	"	1875	98 ¹	Mariposa:				
Western Maryland:							1st Mortgage.....	1,500,000	7	Jan. & July.	New York.
1st Mortgage.....	600,000	6	Jan. & July.	Baltimore.	1890	84	2d Mortgage.....	2,000,000	7	April & Oct.	1881
2d Mortgage preferred.....	600,000	6	"	"	1890	70	Quicksilver:				
Bonds endorsed by Balt.	600,000	6	"	"	1890	92	1st Mortgage.....	500,000	7 ¹⁰	June & Dec.	New York.
Bonds (July 1, 1870) endor. by B.	1,400,000	6	"	"	1890	91	2d Mortgage.....	1,000,000	7 ¹¹	Jan. & July.	1873
Western North Carolina (E.D.):							Western Union:				
1st Mortgage, Mar. 1, 1870.....	1,400,000	8	Jan. & July.	New York.	1890	....	1st Mortgage (S. F.) convertible.	4,834,000	7	May & Nov.	New York.
Western Pennsylvania (Penn.):							2d Mortgage.....	59,500	7	Jan. & July.	1875
1st Mortgage, (E											

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad," A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in *italics*. Stateaid Railroads are distinguished by a *double underline*.

Abstract of General Balance Sheet.

Railroad.	Rolling Stock.		Companies.		Property and Assets.		Liabilities.		Operations.		Earnings.		Value of shares.	
	Freight.		Passenger.		Dividends.		Carried one mile.		Freight.		Gross.			
	B. M. F.	Cars.	Passenger.	Trains Moved.	Market Par.	Not	Freight.	Tons.	Passenger.	Freight.	Tons.	Passenger.		
Sept. 30, 1870 60,100	1,012,600	3	8	56	Adirondack and Chattanooga.	New York.	2,861,918	376,923	60,100	18,116	67,324	18,116	100	
May 31, 1871 1,260,000	20	20	6	400	Alabama and Susquehanna.	Alabama.	10,500,000	7,583,000	1,260,000	100	100	100	100	
Sept. 30, 1870 142,000	22,0	21	12	7,202	Allegany and Erie.	New York.	7,108,320	4,164,926	414,921	50	57,697	57,697	100	
Jan. 31, 1871 132,000	37,9	112,0	23	124	Androscoggin.	Maine.	884,651	8,379	2,046,350	7,111,000	674,165	1,706,033	931,851	
Jan. 31, 1871 26,5	6,0	8	5	23	Annapolis and Elkridge.	Maryland.	800,000	.....	425,000	.....	120,000	83,007	100
Dec. 31, 1871 20,5	5,0	6	10	2	Appleton.	Wisconsin.	445,000	.....	181,000	150,000	42,0	204,708	182,680
Mar. 31, 1871 52,5	1,8	1,8	108	108	Appleton, Topka & Santa Fe.	Kansas.	400,000	.....	181,000	150,000	42,0	182,680	182,680
Dec. 31, 1870 24,0	1,8	1,8	108	108	Atlanta & Rich. Air-Line.	Georgia.	400,000	.....	181,000	150,000	42,0	182,680	182,680
May 31, 1871 33,0	1,8	1,8	108	108	Atlanta and West Point.	Alabama.	1,200,129	2,550	138,080	1,232,200	3,672	77,787	100	
Dec. 31, 1870 387,184	8,9	18	6	19	Atlanta and West Point.	Alabama.	1,200,129	2,550	138,080	1,232,200	3,672	77,787	100	
Nov. 30, 1871 2,02	1,0	1,0	108	108	Atlanta and West Point.	Alabama.	1,200,129	2,550	138,080	1,232,200	3,672	77,787	100	
Dec. 31, 1870 327,107,0	16,3	28	19	32	Atlantic and Gulf.	Georgia.	7,077,388	2,986,200	650,901	344,0	616,110	438,715	100	
May 31, 1870 95,0	6,0	9	7	3	Atlantic and North Carolina.	North Carolina.	2,177,500	1,796,225	200,000	88,811	94,568	103,011	100	
Mar. 31, 1870 282,9	13,0	35,5	34	26	Atlantic and Pacific.	Missouri.	25,250,000	16,250,000	16,250,000	287,0	54,310	12,450	100	
Dec. 31, 1870 150,0	15,0	15,0	23	2	Atlantic and St. Lawrence.	Me., N.H. & Vt.	9,329,287	3,984,900	3,149,920	175,197	100	4	100	
Sept. 30, 1870 15,6	0,6	2	2	3	Ayon, Genesee and Mount Morris.	New York.	211,612	194,260	20,000	16,6	100	100	100	
Sept. 30, 1870 51,2	2,0	4,1	8,0	23	Bald Eagle Valley.	Penn.	1,660,900	560,000	471,200	80,0	30,083	2,974,288	8	
Sept. 30, 1870 379,6	46,3	36	324,164	36	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore and Ohio.	Md. & W. Va.	30,027,324	1,293,620	16,560,362	11,346,371	4,633,580	21,375,051	444,6	
Sept. 30, 1870 30,0	30,0	30,0	184,442	290	Baltimore									

Dec. 31, 1870	73,0	3,7	30,0	5	4	2	168 Chicago, Cincinnati and Louisville, Ind.	2,600,000	156,000	10,000	1,500,000	1,000,000	100
Jan. 1, 1871	72,0	2	160 Chicago, Danville and Vincennes, Ill.	6,000,000	2,000,000	1,000,000	2,500,000	1,000,000	100	2,500,000	1,000,000	100	
Jan. 1, 1871	63,0	13	1,8	63,0	2	160 Chicago, Iowa and Nebraska, Wis. & Mich.	5,000,000	810,000	810,000	5,000,000	1,000,000	100	
Jan. 1, 1871	16,7	1	16,7	16,7	1	160 Chicago and N. West., Ill.	110,115,000	18,049,000	1,188,257	333,569	1,186,000	100	
Jan. 1, 1871	82,4	4	192,4	240,0	24,0	140 Chicago and N. Michigan Lake Shore, Mich.	8,000,000	4,000,000	4,000,000	4,000,000	5,000,000	100	
Jan. 1, 1871	200,4	4	24,0	24,0	24,0	140 Chicago and N. Michigan Lake & Pacific, Ill. & Iowa	20,705,243	439,304	1,254,451	8,717,742	59,988	2,179,378	
Mar. 31, 1871	146,0	50,6	109,5	146,0	50,6	140 Chicago, Rock Island and South Western, Iowa & Mo. 12,000,000	1,000,000	5,000,000	7,000,000	5,000,000	1,000,000	100	
Jun. 30, 1871	270,0	8,6	270,0	270,0	8,6	140 Chicago, Rock Island and South Western, Iowa & Mo. 12,000,000	1,000,000	5,000,000	7,000,000	5,000,000	1,000,000	100	
Jun. 30, 1871	187,1	25,0	187,1	25,0	25,0	140 Chicago, Rock Island and South Western, Iowa & Mo. 12,000,000	1,000,000	5,000,000	7,000,000	5,000,000	1,000,000	100	
Dec. 31, 1870	21,4	2,5	21,4	2,5	2,5	140 Cincinnati and Muskingum Valley, Ohio	845,000	23,000	23,000	345,000	500,000	100	
Mar. 31, 1871	40,0	1	3	3	1	3 Cincinnati, Gap & Charles, T. & N.C.	1,402,000	21,400	21,400	500,000	1,000,000	100	
Mar. 31, 1871	60,1	1	49	49	1	49 Cincinnati, Hamilton and Dayton, Ohio	140,623	444,506	444,506	500,000	1,000,000	100	
Mar. 31, 1871	60,1	1	49	49	1	49 Cincinnati, Hamilton and Dayton, Ohio	140,623	444,506	444,506	500,000	1,000,000	100	
Jan. 30, 1871	20,5	6,7	20,5	6,7	6,7	244 Cincinnati and Indianapolis Junction, Ohio & Ind.	6,187,645	1,000,000	1,000,000	1,000,000	1,000,000	100	
Jun. 30, 1870	98,0	25,0	6,0	16	12	6,0	244 Cincinnati, Lexington and Indianapolis, Ind.	800,000	1,000,000	1,000,000	400,000	400,000	100
Jun. 30, 1871	13,0	0	0	0	0	244 Cincinnati and Martinsville, Indiana	800,000	1,000,000	1,000,000	400,000	400,000	100	
Dec. 31, 1870	132,1	9,0	11	6	6	266 Cincinnati and Muskingum Valley, Ohio	826,733	120,452	120,452	81,000	21,294	100	
Jan. 1, 1871	132,1	9,0	2,6	6	3	266 Cincinnati, Sandusky & Cleveland, Ohio	1,402,000	21,400	21,400	615,000	1,000,000	100	
Jan. 30, 1870	155,0	16,0	16,0	20,1	20,1	268 Cincinnati, Hamilton and Dayton, Ohio	12,608,187	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	155,0	16,0	16,0	20,1	20,1	268 Cincinnati, Hamilton and Dayton, Ohio	12,608,187	1,000,000	1,000,000	1,000,000	1,000,000	100	
Jan. 30, 1871	140,6	49,8	62,6	89	47	268 Cleveland and Mahoning, Ohio	1,066,261	989,496	989,496	1,000,000	1,000,000	100	
Jan. 30, 1871	140,6	49,8	62,6	89	47	268 Cleveland and Mahoning, Ohio	1,066,261	989,496	989,496	1,000,000	1,000,000	100	
Jun. 30, 1870	12,4	3,5	3,5	13	13	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Jun. 30, 1871	73,7	6,0	66,8	8	4	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Jun. 30, 1870	73,7	6,0	66,8	8	4	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	100	
Dec. 31, 1870	124,0	7,0	60,0	78	40	278 Connecticut and Passumpsic River, Vermont and Delaware, Ohio	1,000,000	1,000,000	1,000,000	1,00			

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Marked (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad," A dash (—) across the column signifies "oil," and running dots (....) signify "not ascertainable."

Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "3."

Abstract of General Balance Sheet.

Property and Assets.	Liabilities.				Operations.				Earnings.				Value of Shares.	
	Railroad Operated.		Dividends.		Carried one mile.		Freight.		Gross.		Net.		Par.	
	Trains Moved.	M.	M.	M.	M.	M.	M.	M.	Tons.	Number.	\$. P. c.	\$. P. c.	\$. P. c.	\$. P. c.
Aug. 31, 1870	202,90	10,115,60	4,71	10,115,60	1,650,605	3,000,000	1,650,605	3,000,000	1,650,605	3,000,000	100	100	100	100
May 31, 1871	94,00	344,3	—	326,219	89,373	Grand River Valley.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100	100
Nov. 30, 1870	861,0	1,616,0	—	1,616,0	326,219	Grand Trunk.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100	100
July 31, 1870	229,0	146,0	41	271,5	105,0	Great Western.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100	100
Aug. 30, 1870	142,0	21,0	27	14	2	69	Green Valley and Columbus.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Aug. 31, 1871	46,0	6,0	2	1	1	1	Hannibal and Naples.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Aug. 31, 1870	70,0	48,0	10	10	1	1	Hannibal and Central Missouri.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Aug. 31, 1870	110,0	20	5,2	4	7	1,247	Hannibal and St. Joseph.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Aug. 31, 1870	110,0	20	5,2	4	4	1,247	Harlem Extension.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Aug. 31, 1870	36,0	18,0	17,0	17	17	1,247	Hartford and Lancaster.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Nov. 30, 1870	62,0	13,5	68,2	32	30	18	Hartford and New Haven.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	6,8	17,0	25	17	21	Hartford, Providence and Dakota.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	120,0	20,0	1,0	27,0	0	1	Hastings and Dakota.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	74,0	10,0	1,2	1	1	1	Hastings, Lincoln and Dakota.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	26,0	1,0	1	1	1	1	Houston and Texas Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	170,0	50,0	50,0	30	17	1,247	Houston and Broad Top Mt. Penn.	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	114,0	20	14,8	12,5	17	3	Huntington and Indianapolis.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	114,0	20	14,8	12,5	17	4	Huntington and Broad Top Mt. Penn.	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	560,0	146,5	146,5	146,5	146,5	146,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000	100	100	100
Dec. 31, 1870	122,4	13,5	13,5	13,5	13,5	13,5	Illinoian Central.....	Michigan.....	1,992,000	1,650,000	1,650,000			

AMERICAN RAILROAD JOURNAL.

State-aid Railroads are distinguished from Grant Railroads by the fact that the latter are printed in "Italics."

Abstract of General Balance Sheet

Oct. 31, 1870	1870	544	70	75 Schuylkill and Susquehanna & N. Penn. 1,288,359	97,000	118,986	50
Feb. 28, 1871	1871	80.0	73	166 Seaboard and Roanoke, Va. & N. Carolina. 1,811,363	201,000	.....	400
Apr. 30, 1871	1871	40.0	72	Selma and Gulf. 1,640,000	640,000	.....	100
Dec. 31, 1870	1870	50.0	72	48 Selma, Marion & Memphis, Ala. Miss. & T. 1,600,000	800,000	.....	100
Dec. 31, 1870	1870	81.3	73	2 100 Seaboard and Meridian. Alabama. 8,000,000	11,000,000	.....	100
Dec. 31, 1870	1870	25.0	74	274 Selma, Rome and Dalton, Ala. & Georgia. 8,000,000	11,000,000	.....	100
Dec. 31, 1870	1870	2.0	75	560,450 Saratoga Valley and Pottsville, Pa. 8,000,000	10,000,000	.....	100
Dec. 31, 1870	1870	45.6	76	560,094 Sheboygan and Fond du Lac, Wisconsin. 1,51,440	1,51,440	.....	40.0
Dec. 31, 1870	1870	50.0	77	250,500 Sheyano and Allegany. Penn. 1,51,440	1,51,440	.....	40.0
Dec. 31, 1870	1870	1.5	78	193,500 Shore Line. Connecticut. 1,93,500	187,857	620,000	50
Jun. 30, 1870	1870	10.0	79	1,785,000 City and Pacific. Neb. & Iowa. 4,644,000	995,800	200,000	100
Dec. 31, 1870	1870	18.3	80	3,256,320 South Branch. New Jersey. 4,83,694	3,256,320	.....	100
Dec. 31, 1870	1870	10.0	81	5,819,275 South Carolina. 9,500,000	5,819,275	353,000	100
Dec. 31, 1870	1870	10.6	82	1,241,909 315,966 4,434,249 4,42,030	1,241,909	243.0	100
Dec. 31, 1870	1870	4.6	83	454 South and North Alabama. 9,500,000	454,000	.....	100
Dec. 31, 1870	1870	5.2	84	454 Southern and North Carolina. 9,500,000	454,000	.....	100
Dec. 31, 1870	1870	2.9	85	2,419 1,642 250,665 150,000	1,642,167	24,807	11.5
Dec. 31, 1870	1870	80.0	86	2,419 1,642 250,665 150,000	1,642,167	24,807	11.5
Dec. 31, 1870	1870	11.5	87	187,857 620,000 250,600	187,857	620,000	50
Dec. 31, 1870	1870	57.0	88	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	0.8	89	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	2.0	90	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	2.7	91	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	92	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	93	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	94	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	95	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	96	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	97	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	98	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	99	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	100	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	101	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	102	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	103	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	104	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	105	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	106	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	107	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	108	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	109	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	110	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	111	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	112	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	113	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	114	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	115	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	116	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	117	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	118	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	119	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	120	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	121	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	122	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	123	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	124	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	125	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	126	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	127	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	128	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	129	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	130	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	131	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	132	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	133	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	134	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	135	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	136	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	137	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	138	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	139	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	140	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	141	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	142	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	143	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	144	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	145	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	146	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	147	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	148	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	149	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	150	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	151	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	152	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	153	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	154	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	155	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	156	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	157	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	158	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	159	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	160	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	161	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	162	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	163	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	164	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	165	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	166	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	167	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	168	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	169	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	170	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	171	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	172	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	173	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	174	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	175	1,243,000 1,243,000 1,243,000	1,243,000	1,243,000	50
Dec. 31, 1870	1870	1.5	176	1,243,000			

REFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount out-standing.	Div'ds	Rate Paid.	Market Price
RAILROAD STOCKS:				
Atlantic & Gt. West'n (O. D.) pref.	\$1,919,000	7	...	...
Atlantic and St. Lawrence* guar.	2,494,000	4	4	...
Baltimore and Ohio, pref.	3,000,000	6	6	150
Berkshire*, guaranteed.	600,000	7	7	5
Blossburg and Corning* guar.	250,000	5	5	...
Boston, Concord and Montreal, pref.	1,340,000	6	6	75
Buffalo, N. York and Erie* guar.	950,000	7	7	74
Camden and Atlantic, pref.	753,985	7	7	60
Catawissa*, pref. and guar.	2,200,000	7	7	94
Dayuga and Susquehanna*, guar.	588,110	9	9	...
Cedar Rapids & Missouri, preferred and guaranteed.	755,000	7	7	...
Central Ohio, preferred.	400,000	7	7	31
Chemung*, guar.	380,000	8	6	...
Cheshire, preferred.	2,017,815	7	3	88
Chicago and Alton, pref.	2,425,400	7	10	123
Chicago, Iowa and Nebraska*, guar.	2,600,000	10	10	...
Chicago and North Western, pref.	20,370,293	7	7	91
Cleveland and Mahoning*, guar.	2,056,000	7	7	...
Cleveland and Toledo,† guar.	6,250,000	8	8	...
Cochecho, preferred.	177,750	8	8	...
Connecticut and Passumpsic Rivers, preferred.	1,822,100	6	6	93
Danbury Valley, 1st pref.	242,900	8	8	144
Delaware*, guaranteed.	594,261	6	6	...
Detroit & Milwaukee*, preferred and guaranteed.	1,500,000	6	...	...
Dubuque and Sioux City*, preferred and guaranteed.	1,988,170	7	7	97
Dubuque Southwestern, pref.	330,308	7	7	...
Eastern (N. H.)*, guaranteed.	492,500	8	8	...
Elmira, Jefferson and Canandaigua*, guaranteed.	500,000	5	5	...
Elmira and Williamsport*, guar.	500,000	5	5	...
Elmira and Williamsport*, preferred and guaranteed.	500,000	7	7	80
Erie, preferred.	8,536,910	7	7	40
Evansville and Crawfordsville, pref.	100,000	7	7	67
Hannibal and St. Joseph, pref.	5,078,224	7	7	67
Harrisburg and Lancaster*, guar.	1,182,550	7	7	67
Housatonic, preferred.	1,190,000	8	4	111
Huntingdon & Broad Top Mountain, preferred.	190,750	7	3	30
Joliet and Chicago*, guar.	1,500,000	7	7	30
Joliet and Northern Indiana*, guar.	300,000	8	8	...
Lackawanna and Bloomsburg, pref.	500,000	7	7	...
Leeds and Farmington*, guar.	500,000	5	5	...
Little Schuylkill*, guar.	2,646,100	7	7	...
Louisville, Cincinnati and Lexington, preferred.	848,700	9	9	87
Marietta and Cincinnati, 1st pref.	6,586,135	6	6	...
" " 2d pref.	4,051,744	6	6	...
Manchester and Lawrence*.	1,000,000	9	12	...
Michigan Southern, guaranteed.	586,800	10	10	...
Mill Creek and Mine Hill*, guar.	323,375	10	10	...
Milwaukee and St. Paul, preferred.	9,744,268	7	7	74
Mine Hill and Schuylkill Haven*, guaranteed.	3,775,000	8	8	...
Mount Carbon & Pt. Carbon*, guar.	282,250	12	12	...
New Haven and Northampton*.	1,344,000	2	2	...
New York and Harlem, pref.	1,500,000	8	8	135
Niagara Bridge and Canandaigua*, guar.	1,000,000	6	6	...
North Eastern (S. C.) preferred.	155,000	8	8	...
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	106
Ohio and Mississippi, pref.	3,500,000	7	7	74
Paterson and Hudson*, guar.	630,000	8	7	...
Paterson and Ramapo*, guar.	248,000	5	5	...
Pearl and Bureau Valley*, guar.	1,290,000	6	6	...
Philadelphia and Erie*, preferred.	5,996,700	9	9	87
Philadelphia and Reading, pref.	1,551,800	10	10	...
Philadelphia and Trenton,† guar.	1,099,720	10	10	...
Pittsfield and North Adams*, guar.	450,400	6	6	...
Portl. & Kennebec (Yarmouth) port.	20,400,000	6	6	...
Portland, Sago & Portsmouth*, guar.	1,500,000	6	6	...
Portsmouth and Concord*.	350,000	7	7	...
Richmond, Fredericksb. & Potomac, guaranteed.	142,000	7	7	...
Rochester and Genesee Valley*.	557,560	7	7	...
Rutland, preferred.	2,040,000	7	7	65
St. Louis, Alton and T. H., pref.	445,516	6	6	36
Sandusky and Cincinnati, pref.	576,000	5	5	Above...
Schuylkill Valley*, guar.	869,450	5	5	...
Shamokin Valley & Pottsville*, guar.	1,300,000	7	7	...
Tol. Pooris & Warsaw (W. D.) pref.	1,700,000	7	7	...
" " (E. D.) pref.	1,000,000	7	7	86
Toledo, Wabash and Western, pref.	274,000	7	7	...
Troy and Greenbush*, guar.	2,500,000	8	8	...
Vermont and Canada*, guar.	1,408,300	7	7	...
White Mountains*, guar.	200,000	5	5	...
Wrightev. York & Gettysburg, pref.	317,050	2	2	...
CANAL STOCKS:				
Delaware Division*, guar.	1,633,350	8	8	...
Morris, pref.	1,176,000	10	10	125
Schuylkill Navigation, pref.	2,888,997	6	6	...
Union, preferred.	6	...	14	...
MISCELLANEOUS STOCKS:				
Quincy Mining, pref.	6,774,400	7	7	...

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 2 cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.

Pig, Scotch, No. 1..... per ton 37 — @ 42 —

Pig, American, No. 1..... 38 — @ 40 —

Pig, American, No. 2..... 37 — @ 38 —

Pig, American, Forge..... 35 — @ 36 —

Bar, Refined, English and American..... 36 — @ 36 —

Bar, Swedes, assorted sizes..... (gold) 85 — @ 100 —

STORE PRICES.

Bar, Swedes, ordinary sizes..... 112 50 — @ 125 50

Bar, Refined..... 98 — @ —

Bar, Common..... 112 50 — @ —

Scroll..... 112 50 — @ 142 50

Ovals and Half-round..... 110 — @ 130 —

Band..... 107 50 — @ 117 50

Rods, 1/8 to 1/16 inch..... 100 — @ 135 —

Hoop..... 115 — @ 162 50

Nail Rod..... per lb. 74 — @ —

Sheet, Russia, as to No.'s..... (gold) 15 — @ — 15½

Sheet, Single D. and T. Common..... 54 — @ 6

Rails, English..... (gold) per ton. 61 — @ 62 —

Pails, American, at Works in Penna., cty. 70 — @ 72 —

Anvils, (Eagle)..... per lb. currency. 8 — @ —

STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb., or 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast, (2d and 1st quality)..... 15 — @ — 18

English Spring (2d and 1st quality)..... 7 — @ — 10

English Machinery..... 11 — @ — 13

English German (2d and 1st quality)..... 10 — @ — 12

American Blister "Black Diamond"..... 15 — @ — 16

American, Cast, Tool, do..... 15 — @ — 16

American Spring, do..... 9 — @ — 11

American Machinery, do..... 9 — @ — 10

American German, do..... 9 — @ — 11

NAILS—DUTY: Cut, 14; Wrought, 24; Wrought Horse Shoe, 5 cents per lb. (Cash.)

Cut, 10d. @ 60d..... per 100 lb. — @ 4 75

Cut Spikes, all sizes..... — @ 5 —

Clinch..... 6 25 — @ 6 75

Horse Shoe, Forged (No. 10 to 5)..... per lb. 19 — @ 33

Copper..... 10 — @ 40

TIN—DUTY: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.

Banca..... (gold) per lb. — @ — 41½

Straits..... (gold) — @ — 37

English..... (gold) — @ — 37

Plates—Fair to good brands—Gold—Currency.

I. C. Charcoal—per box, 10 12½ @ 10 50 11 — @ 11 50

I. C. Coke..... 9 12½ @ 9 50 10 25 — @ 10 75

Coke Terne..... 7 87½ @ 8 50 9 — @ 9 50

Charcoal Terne..... 9 — @ 9 50 10 — @ 10 50

PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)..... per gall. 13 — @ —

Crude, 40 @ 64 gravity (in shipping order)..... 16 2 — @ 17

Refined, Standard White (in shipping order)..... 23 — @ 23

Refined, prime White (in shipping order)..... 6 — @ 24½

Refined, S. W. (in jobbing lots)..... 6 — @ 24

Refined, S. W. (in tin)..... 28 — @ 28½

Naphtha, Refined, (65 @ 73 gravity)..... 12 6 — @ 12½

Residuum..... per bbl. 4 — @ —

GLASS—DUTY: Cylinder or Window Polished Plate, not over 10 by 15 inches, 2½ cents per sq. foot; larger and not over 16 by 24 inches, 4 cents per sq. foot; larger and not over 24 by 30 inches, 6 cents per sq. foot; above that, and not exceeding 24 by 60 inches, 20 cents per sq. foot; all above that, 40 cents per sq. foot; on unpolished Cylinder, Crown and Common Window, not exceeding 10 by 15 inches square, 1½; over that, and not over 16 by 24, 2½; over that, and not over 24 by 30, 2½; all over that, 3 cents per lb.

AMERICAN WINDOW. (Single Thick.)

1st. 2d. 3d. 4th. (Old List.)

Size. A. B. C. D.

6 by 8 to 7 by 9 7 75 \$7 00 \$6 50 \$6 00

8 by 10 to 10 by 15 8 25 7 50 7 00 6 50

11 by 12 to 12 by 18 9 75 9 00 8 00 7 00

14 by 16 to 16 by 24 10 50 9 50 8 50 7 50

18 by 22 to 28 by 30 12 25 11 25 10 00 8 00

20 by 30 to 24 by 30 15 00 13 75 11 50 9 00

24 by 31 to 24 by 36 16 50 15 00 12 50 10 00

28 by 36 to 30 by 44 17 50 16 00 14 50 12 50

30 by 46 to 32 by 48 20 00 18 00 15 50 13 50

32 by 50 to 32 by 56 22 00 20 00 17 00 14 50

Above..... 25 00 23 00 20 00 16 00

T: The above subject to a discount of 55 @ 60 per cent.

French Window—1st, 2d, 3d and 4th qualities.

(Single Thick.) (New List, Aug. 20th.)

8 by 11 to 10 by 15 (4 qts.) per 50 feet 10 — @ 7 75

11 by 14 to 12 by 18 (4 qts.) 10 50 @ 8 —

14 by 16 to 16 by 24 (4 qts.) 12 — @ 9 25

18 by 22 to 18 by 30 15 — @ 10 50

20 by 28 to 24 by 30 (4 qts.) 18 50 @ 12 50

26 by 34 to 26 by 40 (3 qts.) 19 50 @ 12 50

28 by 38 to 28 by 44 (3 qts.) 21 50 @ 16 —

28 by 46 to 30 by 48 (3 qts.) 22 — @ 16 50

30 by 50 to 32 by 52 (3 qts.) 23 — @ 17 —

32 by 54 to 34 by 56 (3 qts.) 24 50 @ 18 —

34 by 58 to 34 by 60 (3 qts.) 26 50 @ 19 50

36 by 60 to 40 by 60 (3 qts.) 30 — @ 22 —

(Subject to a discount of 55 @ 60 per cent.)

English sells at 40 @ 50 per cent. off the above rates.

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 31.

Tu. 25. F. 26. Sat. 27. M. 29. Tu. 30. W. 31.

Canton Co.....	102	102	81	81
Central Pacific Co.....	112	112	114	112
Central of N. Jersey.....	122	122	121	121
Chicago & Alton.....	122	122	121	121
... pref.	122	122	121	121
... S. F.	122	122	121	121
Chicago, Burl. & Q.	122	122	121	121
... 1883	122	122	121	121
Chic. & Northwestern	122	122	121	121
... 1875	122	122	121	121
Chic., Rock Isl. & Pac.	122	122	121	121
Chi., R. I. & Pa. 7a, 1890.	104	104	104	104
Clev., Col. and Ind.	104	104		

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 31.

Th.25. F.26. Sat.27. M.29. Tu.30. W.31

FEDERAL STOCKS:—

U. S. 5s, 1874, reg.	109	109	109	109	109	109
U. S. 5s, 1874, coup.	109	109	109	109	109	109
U. S. 5s, 10-40s, reg.	110 $\frac{1}{2}$					
U. S. 5s, 10-40s, coup.	110 $\frac{1}{2}$					
U. S. 5s, 1881, reg.	109	109	109	109	109	109
U. S. 5s, 1881, coup.	110 $\frac{1}{2}$					
U. S. 5s, 1881, reg.	114 $\frac{1}{2}$					
U. S. 5s, 1881, coup.	115 $\frac{1}{2}$					
U. S. 5s, '81, O.W.L.	115	115	115	115	115	115
U. S. 5s, 5-20s, reg.	110 $\frac{1}{2}$					
U. S. 5s, 5-20s, c. 1862.	110 $\frac{1}{2}$					
U. S. 5s, 5-20s, reg.	110 $\frac{1}{2}$					
U. S. 5s, 5-20s, reg.	110 $\frac{1}{2}$					
U. S. 5s, 5-20s, c. 1864.	110 $\frac{1}{2}$					
U. S. 5s, 5-20s, reg.	110 $\frac{1}{2}$					
U. S. 5s, 5-20s, reg.	110 $\frac{1}{2}$					
U. S. 5s, 5-20s, c. 1865.	111 $\frac{1}{2}$					
U. S. 5s, 5-20s, r. n. '65.	110 $\frac{1}{2}$					
U. S. 5s, 5-20s, c. '65.	110 $\frac{1}{2}$					
U. S. 5s, 5-20s, reg.	110 $\frac{1}{2}$					
U. S. 5s, 5-20s, reg.	110 $\frac{1}{2}$					
U. S. 5s, 5-20s, c. 1867.	112 $\frac{1}{2}$					
U. S. 5s, 5-20s, reg.	112 $\frac{1}{2}$					
U. S. 5s, 5-20s, c. '68.	112 $\frac{1}{2}$					
U. S. 5s, 5-20s, c. '68.	112 $\frac{1}{2}$					
U. S. 5s, Pac.R. issue.	115	115	115	115	115	115

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 30.

W.24. Th.25. F.26. Sat.27. M.29. Tu.30

Catawissa .....	.....	.....	.....	.....	.....	.....
Camden and Amboy	127 $\frac{1}{2}$	127	126 $\frac{1}{2}$	127	126 $\frac{1}{2}$	127
.. 6s, 1875	96	96	96	96	96	96
.. 6s, 1883	92 $\frac{1}{2}$	92$\frac{1}{2}$	92$\frac{1}{2}$	92$\frac{1}{2}$	92$\frac{1}{2}$	92$\frac{1}{2}$
.. 6s, 1889	90	90	90	90	90	90
.. mort. 6s '89	96 $\frac{1}{2}$	96$\frac{1}{2}$	96$\frac{1}{2}$	96$\frac{1}{2}$	96$\frac{1}{2}$	96$\frac{1}{2}$
Elmira & Williamsport .....	.....	.....	.....	.....	.....	.....
.. pref. .....	.....	.....	.....	.....	.....	.....
.. 7s	94 $\frac{1}{2}$	94$\frac{1}{2}$	94$\frac{1}{2}$	94$\frac{1}{2}$	94$\frac{1}{2}$	94$\frac{1}{2}$
Lehigh Navigation	39 $\frac{1}{2}$	40	39 $\frac{1}{2}$	40	39 $\frac{1}{2}$	40
.. 6s, 1884	88 $\frac{1}{2}$	88 $\frac{1}{2}$	89	89 $\frac{1}{2}$	89 $\frac{1}{2}$	89 $\frac{1}{2}$
.. Gold L.	93	93	93	93	93	93
.. R. R. L.	94	94	93	93	93	93
.. Conv. L. .....	.....	.....	.....	.....	.....	.....
Lehigh Valley R. R.	61 $\frac{1}{2}$	61 $\frac{1}{2}$	62 $\frac{1}{2}$	62	62	62
.. 6s new coup.	95 $\frac{1}{2}$	95$\frac{1}{2}$	95$\frac{1}{2}$	95$\frac{1}{2}$	95$\frac{1}{2}$	95$\frac{1}{2}$
Little Schuylkill R.R.	45 $\frac{1}{2}$	45 $\frac{1}{2}$	46	46	46	46
Minehill .....	.....	.....	.....	.....	.....	.....
.. 7s	52 $\frac{1}{2}$	52$\frac{1}{2}$	52$\frac{1}{2}$	52$\frac{1}{2}$	52$\frac{1}{2}$	52$\frac{1}{2}$
Morris Canal .....	.....	.....	49	49	49	49
.. pref.	124	124	125	125	125	125
North Pennsylvania .....	.....	.....	.....	.....	.....	.....
.. 6s, 1880	98 $\frac{1}{2}$	98$\frac{1}{2}$	98$\frac{1}{2}$	98$\frac{1}{2}$	98$\frac{1}{2}$	98$\frac{1}{2}$
.. 7s	97	97	97	97	97	97
Northern Central .....	.....	.....	.....	.....	.....	.....
Oil Creek & Alleg. Riv. 45 $\frac{1}{2}$	44 $\frac{1}{2}$	43 $\frac{1}{2}$	44 $\frac{1}{2}$	44 $\frac{1}{2}$	44 $\frac{1}{2}$	44 $\frac{1}{2}$
.. 7s	83	83	82 $\frac{1}{2}$	82 $\frac{1}{2}$	82 $\frac{1}{2}$	82 $\frac{1}{2}$
Pennsylvania R. R.	60 $\frac{1}{2}$	60$\frac{1}{2}$	60$\frac{1}{2}$	60$\frac{1}{2}$	60$\frac{1}{2}$	60$\frac{1}{2}$
.. 1st M.	100	100	100	100	100	100
.. 2d M.	99 $\frac{1}{2}$	99$\frac{1}{2}$	99$\frac{1}{2}$	99$\frac{1}{2}$	99$\frac{1}{2}$	99$\frac{1}{2}$
.. Gen. mort.	95	95	95	95	95	95
.. reg. 97 $\frac{1}{2}$	97	97	97	97	97	97
Penn. State, 6s, 1st series	101	101	102	102	102	102
.. 6s, 2d series	106	106	106 $\frac{1}{2}$	106 $\frac{1}{2}$	106 $\frac{1}{2}$	106 $\frac{1}{2}$
.. 6s, 3d series	109	109	109	109	109	109
Philadelphia City, 6s	97	97	97	97	97	97
.. new	100 $\frac{1}{2}$	100$\frac{1}{2}$	100$\frac{1}{2}$	100$\frac{1}{2}$	100$\frac{1}{2}$	100$\frac{1}{2}$
Philad., Germ., & Nor.	87	87	87	87	87	87
Phil. & Reading	57 $\frac{1}{2}$	57$\frac{1}{2}$	57$\frac{1}{2}$	57$\frac{1}{2}$	57$\frac{1}{2}$	57$\frac{1}{2}$
Philadelphia and Erie .....	.....	.....	26 $\frac{1}{2}$	26 $\frac{1}{2}$	26 $\frac{1}{2}$	26 $\frac{1}{2}$
.. 6s .....	.....	.....	88 $\frac{1}{2}$	88 $\frac{1}{2}$	88 $\frac{1}{2}$	88 $\frac{1}{2}$
.. 7s .....	.....	.....	88 $\frac{1}{2}$	88 $\frac{1}{2}$	88 $\frac{1}{2}$	88 $\frac{1}{2}$
Schuylkill Navigation .....	.....	.....	17 $\frac{1}{2}$	17 $\frac{1}{2}$	17 $\frac{1}{2}$	17 $\frac{1}{2}$
.. pref.	17 $\frac{1}{2}$	17$\frac{1}{2}$	17$\frac{1}{2}$	17$\frac{1}{2}$	17$\frac{1}{2}$	17$\frac{1}{2}$
.. 6s, 1882	79	79	79	79	79	79
.. 6s, 1876 .....	.....	.....	.....	.....	.....	.....
.. 6s, 1872 .....	.....	.....	.....	.....	.....	.....
Huntington, (Horse)	21	21 $\frac{1}{2}$	22	22	22	22
Chestnut & Wal. .....	.....	.....	.....	.....	.....	.....
Green & Coates .....	.....	.....	.....	.....	.....	.....
2d and 3d streets .....	.....	.....	65	65	65	65
Spruce and Pine .....	.....	.....	.....	.....	.....	.....
13th and 15th sta. .....	.....	.....	21 $\frac{1}{2}$	21 $\frac{1}{2}$	22	22

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 30.

W.24. Th.25. F.26. Sat.27. M.29. Tu.30.

Baltimore City 6s, 1875	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$
.. 1886	98 $\frac{1}{2}$	98 $\frac{1}{2}$	98 $\frac{1}{2}$	98 $\frac{1}{2}$	98 $\frac{1}{2}$	98 $\frac{1}{2}$
.. 1890	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$
.. 1884	95	95	95	95	95	95
.. 1900 .....	.....	.....	148 $\frac{1}{2}$	148 $\frac{1}{2}$	148 $\frac{1}{2}$	148 $\frac{1}{2}$
Balt and Ohio .....	.....	.....	148 $\frac{1}{2}$	148 $\frac{1}{2}$	148 $\frac{1}{2}$	148 $\frac{1}{2}$
.. bonds, 1875	98 $\frac{1}{2}$	98 $\frac{1}{2}$	98 $\frac{1}{2}$	98 $\frac{1}{2}$	98 $\frac{1}{2}$	98 $\frac{1}{2}$
.. 1880	98 $\frac{1}{2}$	98 $\frac{1}{2}$	98 $\frac{1}{2}$	98 $\frac{1}{2}$	98 $\frac{1}{2}$	98 $\frac{1}{2}$
.. 1885	95	95	95	95	95	95
Marietta & Cin. 1st M. .....	.....	.....	86 $\frac{1}{2}$	86 $\frac{1}{2}$	86 $\frac{1}{2}$	86 $\frac{1}{2}$
.. 2d M.	86 $\frac{1}{2}$	86 $\frac{1}{2}$	86 $\frac{1}{2}$	86 $\frac{1}{2}$	86 $\frac{1}{2}$	86 $\frac{1}{2}$
.. 3d M. 8s.	86 $\frac{1}{2}$	86 $\frac{1}{2}$	86 $\frac{1}{2}$	86 $\frac{1}{2}$	86 $\frac{1}{2}$	86 $\frac{1}{2}$
Northern Central	40 $\frac{1}{2}$	40 $\frac{1}{2}$	40	40	40	40
.. bonds, 1885	91	91	91	91	91	91
.. 1900 .....	.....	.....	91	91	91	91
Plitsb. & Connellsy. 7s. 90 $\frac{1}{2}$	90 $\frac{1}{2}$	90 $\frac{1}{2}$	90	90	90	90
N. W. Va. 1st mort.	2d mort.	2d mort.	2d mort.	2d mort.	2d mort.	2d mort.
.. 3d mort.	3d mort.	3d mort.	3d mort.	3d mort.	3d mort.	3d mort.
Virginia 6s, Consol.	52	51 $\frac{1}{2}$	53 $\frac{1}{2}$	55	55	55
Defer. Certif. 15	15	15	15 $\frac{1}{2}$	16	16	16
City Passenger R R .....	.....	.....	.....	.....	.....	.....

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 31.

Th.25. F.26. Sat.27. M.29. Tu.30. W.31

Boston and Albany	149	148 $\frac{1}{2}$	148 $\frac{1}{2}$	149	149	149

specie from Europe, Havana and other foreign ports last week were \$32,512, and since Jan. 1, 1872, \$94,062 against \$170,558 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, have been \$89,414,000 against \$82,052,988 same time in the preceding fiscal year 1870-71.

The export drain of specie was \$550,029, last week, against \$197,089, same week preceding year. The shipments since July 1, 1871 have been \$24,152,469 against \$13,393,466 same time in 1870-71.

Foreign Exchange has been in less demand and rather less firmer. Bankers' sixty day bills on London closed on Wednesday at 109@109½; sight bills on London, 109½@109¾.

The produce exports from this port, week ending with Jan. 30, were to the currency value of \$4,500,068.

Government securities have been without notable animation, but values have been fairly supported, on comparatively restricted offerings of the favorite coin bearing issues.

U. S. sixes of 1881 closed here on Wednesday of the current week at 115½@115¾; U. S. Five-Twenties of 1862, (other than the bonds called in) 110½@110½; U. S. Five-Twenties of 1864 at 110½@110½; U. S. Five-Twenties of 1865, 111½@111½; U. S. Five-Twenties of 1865 consolidated, 110½@110½; U. S. Five-Twenties of 1867, 112½@112½; U. S. Five-Twenties of 1868, 112½@112½; U. S. Ten-forties at 110½@110½; U. S. Fives of 1881 (Funding Loan) 110@110½. Six per cent. currency bonds, 114½@115½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Jan. 17.	Jan. 24.	Jan. 31
Consols	92½	92½	92½
U. S. 5-20's of 1862	92½	92½	92½
U. S. 5-20s, 1855	93½	93½	92½
" 1867	93½	93½	92½
" 10-40s	92½	92	91

State bonds have been in moderate demand, and at the close, steadier as to price.

Railroad Bonds have been quoted firm as to price, with a good investment inquiry noted for the favorites of both the old and new issues. There has been a fair call for Central Pacific Sixes, at 102½@102¾. Chesapeake and Ohio Sixes have been selling freely at 94 per cent. and accrued interest.

The Stock Exchange has passed stringent resolutions designed to check, if possible, all street speculations in stocks on the part of its members, after the closing of the room at 5 o'clock in the afternoon. The resolutions forbid all dealings in stocks after that hour under a penalty of \$50 for each offence; and constitutes all the members of the Exchange a "committee of the whole" to enforce the provision.

Railway and miscellaneous share property has been fairly active, but values have been quite irregular. The later dealings indicated less general animation.

General business has been on a moderate scale, in the line of domestic produce, Wheat, Cotton, Pork, Lard, Spirits Turpentine, Copper and Iron have been quoted firmer. Middling upland cotton closed on Wednesday at 22½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 1,872,215 bales, against 2,270,488 bales same time in the preceding year; exports 979,960 bales,

against 1,824,195 bales in the previous year; stock at the ports at latest dates, 544,724, bales, against 565,550 bales same date 1870.

At the Live Stock Markets, Beeves have been in good demand at from 9@13½ cts.; Veals quiet at 5@12 cts.; Sheep at 6@8½ cts. Swine, at 5½@5½ cts. per lb., all live weight. The week's receipts were 8,416 Beeves, 828 Veal Calves, 25,261 Sheep and Lambs; and 32,006 Swine.

Foreign goods have been in pretty fair request and about steady as to price. The week's imports of foreign goods reached \$9,954,455 including \$5,735,456 of dry goods.

Ocean freights have been less active, at about former rates, as a rule, though grain room by Steam was quoted firmer.

At the auction sale of Scranton Coal on Wednesday, 120,000 tons were disposed of at a further reduction in prices, the range having been from \$3 30@4 17½, against \$3 42½@5 00 in December.

We have been in error respecting the quotation of the Bonds of the Milwaukee and St. Paul Road, Iowa and Dakota Division. These bonds have been held in especial favor, owing to the small mortgage of \$8,000 to the mile, and take rank with the old 1st mortgage bonds of the Road now selling at 95.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Texas 10s, 1876, 92½; N. Y. State 6s, 1872, 107; do, 7s, B. L. reg., 106½; do, coupon, 107; Arkansas 7s, issued to L. R. and F. S. R. R., 60; do, issued to Central R. R., 53; do, issued to M. and L. R. R., 70; North Carolina 6s, special tax, 13; South Carolina 6s, new, Jan. and July, 30; do, Apl. and Oct., 28; St. Louis, Jacksonville and Chicago 1st mort., 95½; Hannibal and Naples 1st mort., 90; Milwaukee and St. Paul 1st mort., Iowa Div., 88½@90; East Tenn., Va. and Ga. 1st mort., 93; Albany and Susq. 2d mort., 100; Great Western 1st mort., 1888, 93½; Quincy and Toledo 1st mort., 92½; Cedar Falls and Minnesota 1st mort., 84; Boston, Hartford and Erie 1st mort., 36½; do, guar. bonds, 40; St. Louis and Iron Mt. R. R., 64½; do, 1st mort., 94½; Am. Dock and Imp. 7s, 97½; Pacific 7s, guar. by Mo., 99½; Toledo, Peoria and Warsaw 1st mort., W. D., 93½; Cleveland, Columbus, Cincinnati and Indianapolis 1st mort., 102; Ohio and Mississippi 2d mort., 96; do, consol., 94; Cleveland and Pittsburgh consol., 95½; L. S. and M. S. scrip, 87½; Rensselaer and Saratoga R. R., 102½; Rome, Watertown and Ogdensburg 98; Joliet and Chicago R. R., 92½; N. Y. and N. H. R. R., 143; do, scrip, 135; Western Union Tel., 71½; do, 7s, 95½; Quicksilver pref., 30½; Am. Coal 45; Consol. Coal of Md., 39; Spring Mt. Coal, 66½; Am. Mer. Union Exp., 61½; Adams Exp., 92½; U. S. Exp., 63; Wells Fargo Exp., 63½.

Philadelphia.—West Jersey R. R. 6s, 91½; do, 7s, 102½; Wilmington and Reading 7s, 100; Huntingdon and Broad Top Mountain R. R., 11; do, consol., 51; West Chester and Philadelphia R. R. 7s, 100; Pennsylvania Canal, 6s, 76½; Lehigh Valley 7s, new, 103½; Penn. and New York Canal 7s, 96½; Susquehanna Canal 6s, 75½; Oil Creek and Allegheny River R. R. 1st mort., 86; Philadelphia and Reading deben. bonds, 83; do, 6s, 1880, 92; Morris Canal Boat Loan, 91; boldt, 87½c.; Mesnard, 50c.; Native, 36c.; Pe-

Girard College R. R., 42½; Harrisburg and Lancaster R. R., 50; East Pennsylvania R. R., 38½; Pennsylvania State 5s, coupon, 97; Allegheny County 5s, 78; Union Canal, ¾. The latest quotations are: City 6s, 97@97½; do, free of tax, 100½@100½; Pennsylvania State 6s, W. L. —@101½; do, 1st series, 101½@102; do, 2d series 105@106; do, 3d series, 108½@109; Reading, 56½@57½; do, mort. 7s, 1893, 100½@100½; do, mort. 6s, 1880, 92½@92½; Camden and Amboy, 126½@126½; do, mort. 6s, 1889, 97@97; do, 1883, 92½@93½; do, 1889, 89½@91; Pennsylvania R. R., 60½@60½; do, 1st mort., 100½@101; do, 2d mort., 99½@99½; do, General mort. coupon, 94@94½; do, reg., 96@97; Little Schuylkill R. R., 45½@46; Morris Canal, 49@49½; do, pref., 124@125; do, 6s, 93½@95; Susquehanna Canal, 6@10; do, 6s, 75@76; Schuylkill Nav., 8½@9; do, pref., 17½@17½; do, 6s, 1882, 79½@79½; Elmira and Williamsport pref., 41@—; do, 7s, 1873, 94@94½; do, 5s, 60½@—; Lehigh Coal and Navigation, 41½@41½; do, 6s, 1884, 90@90½; do, R. R. Loan, 93½@94; do, Gold Loan, 93@93½; North Pennsylvania 47@48½; do, 6s, 98½@98½; do, 7s, 96@97; do, Chatte 10s, 110@112; Philadelphia and Erie, 26@26½; do, 6s, 91@92; Minehill, 52½@52½; Catawissa, 16@17; do, pref., 46½@46½; Lehigh Valley, 61½@62; do, 6s, new coupon, 94½@95½; do, reg., 94½@96; do, 7s, 103½@104; Fifth and Sixth streets, (horse), 45@48; Second and Third, 64½@65; Thirteenth and Fifteenth, 21@21½; Spruce and Pine, 32@33; Green and Coates, 47@—; Chestnut and Walnut, 55@56; Hestonville, 22½@22½; Union, 65@—; Germantown, 35@40.

Boston.—Chicago, Dubuque and Minnesota 8s, 92; Central Iowa R. R. 7s, 1899, gold, 92½; Eastern R. R. 6s, 1874, 98; Framingham and Lowell 1st mort. 1890, 90; Central Pacific 7s, 1884, gold, 107½; Vermont Central 1st mort., 87; Kalama-goo, Allegan and Grand Rapids 8s, 1888, 96½; Cedar Rapids and Missouri R. R. 7s, 1916, 89½; Iowa Falls and Sioux City R. R. 7s, 79½; Sum- mit Branch, 44½; do, 6s, 93; Stanstead, Shefford and Chamby 7s, 86; Chicago and Michigan Lake Shore 8s, 85½; Detroit, Hillsdale and Indiana R. R. 8s, 88½; Sandusky City and Indiana 7s, 1877, 91½; Quincy and Warsaw 1st mort., 8s, 100½; Rutland pref., 65; do, 7s, 83; Indianapolis, Cincinnati and Lafayette R. R., 47½, Chicago, Iowa and Nebraska R. R., 107½; Worcester and Nashua R. R., 138; Norwich and Worcester R. R., 125½; Burlington and Missouri River R. R. in Iowa, 111½; do, in Nebraska, 50; do, 8s, in Nebraska, 99; Cincinnati, Sandusky and Cleveland R. R., 24½; do, pref., 37½; do, 7s, 1890, 83½; Portsmouth, Gt. Falls and Conway R. R., 99½; Boston Water Power Co., 51; Cary Imp. 16; Waverly Land 6½; East Boston Land, 16; Massachusetts 5s, 1894, gold, 98½; do, 6s, 1872@1874, gold, 108½; Maine 6s, 1877, 100½; Boston 6s, 1874, currency, 100; do, 5s, 1886, gold, ind., 97; do, 1874, do, 102½; Lynn 6s, 1891, 98½; Man-chester (N. H.) 6s, 1891, 98; Portland 6s, 1877, 96; Chicago 7s, 1886 99; Cincinnati 7s, 1882, 94½; Cook Co. Ills., 7s, 1880, 98; Lowell 6s, 1890, 100; St. Louis 6s, 91; Bath 6s, 1891, 91; Salem 5s, 1882, 91; Charlestown 5s, 1883, 90; Allouez Mining Co., 7½; Algoma, 20c.; Astor, 37½c.; Aztec 40c.; Calumet and Hecla, 114½; Hum-boldt, 87½c.; Mesnard, 50c.; Native, 36c.; Pe-

therick, 2½; Pittsburg, 1½; Rockland, 1¾; Star, 35c.

Baltimore.—Union R. R. 1st mort., guar., 91; Wilmington and Welden 7s, gold, 91; Orange and Alexandria 4th mort., 8s, 86; Virginia and Tennessee 3d mort., 8s, 88; Orange, Alexandria and Manassas 7s, 83; Western Maryland 3d mort., guar., 91; Northern Central 6s, 1900 gold, 91½; Central Ohio R. R. 29½; do. 1st mort., 86½; Baltimore City 6s, 80. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 90½@90½; Baltimore and Ohio, 148@148; do., pref., 99½@100; do., 6s, 1875, 94@94; do., 1880, 93@95; do., 1885, 94½@95; Northern Central, 40@40; do., 6s, 1885, 90½@91; do., 1900, 86½@90; do., 6s, 1900, gold, 91½@91½; N. W. Va. 1st mort., 98½@99; do., 2d mort., 98@99; do., 3d mort., 1885, 89@91; Marietta and Cincinnati 7s, 1892, 95½@97; do., 2d mort., 86½@87½; do., 3d mort., 75½@77; Central Ohio, 29½@30; do., 1st mort., 86@87; Western Md. 1st mort., 6s, 1890, 85@—; do., 2d mort., guar. by Baltimore City, 90@92; do., 3d mort., guar., 91½@—; do., 2d mort., pref., 70@71; do., 2d mort., guar. by Washington Co., 81½@85; Richmond and Danville bonds, 79½@—; Orange and Alexandria 1st mort., 6s, 92@95; do., 2d mort., 6s, 81@81; do., 3d mort., 8s, 91@—; do., 4th mort., 8s, 86@86; Orange, Alex. and Manassas 7s, 82@82½; Virginia and Tennessee 8s, 88@88; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 78@—; Baltimore 6s, 1875, 99½@100; do., 1884, 97½@100; do., 1886, 98@99; do., 1890, 99½@—; do., 1893, exempt, 100½@101; do., 1900, exempt, 98@100; Memphis City 6s, 58½@59½; Maryland 6s, 1890, 96@—; do., Defense Loan, 1883, 103@—; City Passenger R. R., 23@24; George's Creek Coal, 76@81½.

BANKING-HOUSE OF

SAUNDERS, HARDENBERGH & KING,
Nos. 112 and 114 Broadway.

February 1, 1872.

ALVIN SAUNDERS, (ex-Governor Nebraska.)
President State Bank, Nebraska.

JOHN A. HARDENBERGH.

RICHARD W. KING, member of New York Stock Exchange.

We have formed a copartnership under above style, for the purpose of transacting a general banking business.

Loans negotiated and advances made.

Government, State, City, County and Railroad Bonds, Stocks and Gold bought and sold on commission.

Interest allowed on Deposits, subject to sight drafts.

Collections made in any part of the United States or Canada.

Regular trains are now running to Reedsburg, on the Chicago and Northwestern Railway. A correspondent of the Baraboo *Republic* says grading, bridging and rock cutting is progressing well from Reedsburg to Wonewoc, and it is expected the track will be laid to Saville by the middle of March.

Ashbel Welch, Esq.

Ashbel Welch, Esq., President of the Board of Directors of the United Companies of New Jersey, having been appointed Chief Engineer of the companies and Superintendent of the improvements at Harsimus Cove, has resigned the Presidency, and Col. John G. Stevens, recently Chief Engineer and Superintendent of the Delaware and Raritan Canal, has been elected to succeed him. Though there is very little for a president to do, the works being in the entire control of the Pennsylvania Railroad Company, it is still necessary for the United Companies to preserve a complete organization for the collection of the rental of their works and the declaration of dividends to the stockholders. At a meeting of the Joint Board of Directors, at Trenton, on the 24th ult., when Mr. Welch resigned and Mr. Stevens was elected, the following complimentary resolutions were passed, showing how highly he was appreciated by the Board:

Resolved, That the Joint Board accept the resignation of Ashbel Welch, Esq., General President of the United Companies, to take effect on the first of February, 1872, and that the sincerest thanks of the Joint Board of the United Companies be tendered to Mr. Welch for the earnestness and great ability, integrity and courtesy with which he has at all times performed his duty to these companies. That the Joint Board regret that his acceptance of an honorable position with the Pennsylvania Railroad Company has forced Mr. Welch to decline being a candidate for General President under our future organization.

¶ A dividend of five per cent on the Preferred Stock, and two per cent on the Consolidated Stock, and six months' interest on the Seven Per Cent Preferred Dividend Scrip of the Morris Canal and Banking Co., will be paid in accordance with the terms of the lease, at the office of the Lehigh Valley Railroad Co., No. 303 Walnut st., Philadelphia, on and after Tuesday Feb. 6, 1872.

¶ The Tredegar Company, owning the great iron works at Richmond, Va., advertise for material for the construction of a mammoth addition to their present railroad car construction shop.—This company now employs 1,300 hands, and the statement is made that they could employ one-third more in the execution of orders now in hand if their facilities would admit.

¶ The State of Connecticut will redeem at the Treasury, Hartford, Feb. 1, \$500,000 coupon bonds, of 1881, of \$1000 each, numbered 601 to 1100 inclusive, and no interest will be allowed after March 1. These bonds were originally issued July 1, 1861, and made "redeemable at the pleasure of the General Assembly ten years after date."

¶ The Calumet and Hecla Mining Company will pay its usual quarterly dividend of \$5 per share February 15, besides giving its stockholders 10,000 shares additional stock (one new to seven old) and pay \$5 also on this new stock. This brings the capital to its full amount of 80,000 shares.

¶ The Rutland Railroad Company will pay a dividend of \$3 50 per share on the preferred stock, in interest bearing scrip, on and after Feb. 1.

¶ The Allentown Iron Company have declared a dividend of ten per cent payable in Cash on and after the 3d of February.

THE SIX PER CENT. BONDS OF THE CHESAPEAKE AND OHIO RAILROAD COMPANY having still twenty-eight years to run, with interest payable May 1 and Nov. 1, both principal and interest payable in gold coin in the City of New York, are recommended by us for safe and permanent investment for the following reasons, viz:

1. **They are thoroughly secured.**
2. **Like the Central Pacifics they will be widely known, very popular and always marketable.**
3. **'They will be dealt in at all the prominent Stock Exchanges in this country and Europe, and have the advantage of both a home and European market.**
4. **They should largely advance from the present price of 94 and accrued interest, when all sold by the Company, as Central Pacifics have done.**

They are in denominations of \$100, \$500 and \$1,000, Coupon or Registered.

THE CHESAPEAKE AND OHIO being under able and honorable management, partly identical with that of the CENTRAL PACIFIC, these securities should take equal rank in popularity and market value.

For exchange of Five-Twenties or for new investments, we cordially recommend either the Central Pacific or Chesapeake and Ohio Six Per Cent Gold Bonds.

We continue to deal in Government securities, buy and sell investment Stocks and Bonds at the Stock Exchange; open accounts with depositors, upon which we allow interest at the rate of four per cent., make collections in all parts of the country, and transact a general Banking business.

FISK & HATCH.

HARVEY FISK.
A. S. HATCH.

ST. JOSEPH AND DENVER CITY RAILROAD COMPANY.

EXECUTIVE OFFICE, NO. 31 NASSAU-ST.,
New York, Feb. 1, 1872.

The Coupons and registered interest due Feb. 15, 1872, on the First Mortgage Eight per Cent, (8 p. c.) Gold Bonds, (E. D.) and the Eight per Cent. (8. p. c.) old First Mortgage Sinking Fund Land Grant Bonds (W. D.) of the St. Joseph and Denver City Railroad Company, will be paid at the office of the Farmers' Loan and Trust Company of the City of New York, upon presentation and demand, on and after that date, Free of Tax.

FRANCIS A. COFFIN,
Assistant Treasurer,
St. J. & D. C. R. R. Co

¶ On the 17th ult. the first train passed over the Frederick and Pennsylvania Line railroad to the banks of Double Pipe creek, to which the road is completed, from Littlestown, Pa., a distance of fourteen miles and within half a mile of the Western Maryland railroad, which will be finished in a few weeks. The iron bridge and trestlework over Little Pipe creek will soon be completed, which will be one of the finest structures in the State. They can then push on to Frederick city. When completed, this road will be a feeder to the Western Maryland road.

Journal of Railroad Law.

ORGANIZATION OF COMPANIES IS A CONDITION PRECEDENT TO THE LIABILITY OF OBLIGOR TO PAY HIS STOCK SUBSCRIPTION.

The facts in the recent case of *Chance vs. The Indianapolis and Westfield Gravel Road Company* (32 Ind. 472) are fully and clearly stated in the following opinion by—

GREGORY, C. J.—Suit by the appellee against the appellant, commenced before a Justice of the Peace on a preliminary subscription of stock to the company. The defendant answered under oath denying every material allegation in the complaint, including the execution of the instruments sued on. The plaintiff in the complaint avers the due organization of the corporation. Trial by jury; verdict for the plaintiff motion for a new trial over-ruled.

The plaintiff, on the trial, failed to prove the organization of the company. This was a fatal omission. It is contended by counsel for the appellee, that this was not put in issue by the pleadings. As we understand the answer, it put in issue every material allegation of the complaint, and was not by the latter clause confined to the mere execution of the instrument sued on.

The *Cicero Hygiene Draining Co. vs. Chaghead* 28 Ind. 274, cited by the appellee seems to sustain the ruling of the court below; the language used in that case is, however, too general, and is somewhat calculated to mislead. The ruling is right when applied to the case then in hand, but is not the law in a case like the one in judgment.

This question was decided adversely to the appellee in *Wert vs. The Crawfordsville and Alamo Turnpike Co.* 19 Ind. 242, upon the authority of which the ruling in *Williams vs. The Franklin Township Academic Association* 26 Ind. 310 was made.

Upon a subscription like the one under consideration the organization of the corporation is a condition precedent to the liability of the obligor to pay his stocks.

During the trial, witnesses who had never seen the defendant write, and who were not otherwise acquainted with his handwriting, were permitted to examine his signatures admitted to be genuine, and from a comparison thereof with the signature in question, to give their opinion, as to the genuineness of the latter.

Clark vs. Wyatt 15 Ind. 271, is an authority against the ruling of the court below. It was not shown in the case at bar that the witnesses were experts. Had it so appeared, we think the evidence would have been proper. The general rule is not, however, correctly stated in *Clark vs. Wyatt*. While it is true that a witness who is not an expert, must speak from his knowledge of having seen the party write, or from authentic papers derived in the course of business, it is equally true that an expert may give his opinion from mere comparison. This rule is of importance in this age, when there is afloat a vast amount of commercial paper issued by corporations in the different States, circulating freely in all parts of the country. The legislature in this State recognized this in providing that in criminal prosecutions "persons of skill may be called to prove the genuineness of a note, bill, draft or certificate of deposit." (2 G. & H. 411 § 391.)

Experience shows, that the opinions of persons

of skill are often more reliable than the judgments of those who speak from knowledge of having seen the party write. After all, both methods are but by comparison. The skill of the one supplies the special knowledge of the other.

Of course, this comparison by experts must be confined to other writings admitted to be genuine. No collateral issue will be permitted. If there is any dispute as to their authenticity the comparison will not be permitted.

Where other writings, admitted to be genuine, are already in the case, the jury may, with or without the aid of experts, make the comparison. But if they are not papers in the case the evidence competent to go to the jury must be that of the witnesses so as to afford the benefit of a cross examination. The jury were permitted over the objection of the defendant, to take with them in their retirement to consider of their verdict, the instrument sued on. This was erroneous.

It is claimed that the court below erred in not instructing the jury in writing. The request so to instruct was not made until after the argument of counsel had been commenced. This was a waiver of the right to have the instructions reduced to writing. This we think, is the result of the rulings in *Malady vs. McEnary*, 30 Ind. 273, and *Ollam vs. Shaw*, 27 Ind. 388. The contrary rule would embarrass the administration of justice.

There was an offer to impeach the general character for truth of one White, a witness for the plaintiff. The witness had resided in Minnesota for two years prior to the time he testified. The impeaching witnesses resided in Hamilton County, in this State, and did not pretend that they were acquainted with the general character of White for truth in the neighborhood where he then resided. The evidence was properly rejected.

Judgment reversed, with costs; cause remanded, with directions to grant a new trial.

Ohio River Bridges.

We give elsewhere an abstract of the Report of the Baltimore and Ohio Railroad Company for the fiscal year ending September 30, 1871. The following description of the bridges over the Ohio River—the one connecting the Parkersburg Branch with the Marietta and Cincinnati Railroad, and the other the Main Stem with the Central Ohio Railroad, at Bellaire—is from the Report of the Master of Road.

The expenditure for labor and material for these bridges on the Ohio River, at Benwood and Parkersburg, amounted at the close of the year to \$2,387,156 80.

BENWOOD BRIDGE.

The bridge constructed by the Baltimore and Ohio Railroad Company over the Ohio river, at Benwood, West Virginia, was first opened for the passage of trains on the 21st day of June, 1871. The first stone of Ohio shore Pier No. 1, was laid May 21, 1868, and from that date to the final opening the work was prosecuted without intermission.

Approaches.—The West Virginia approach is by a line diverging from the Main Stem of the Baltimore and Ohio Railroad, near Benwood Station, and extending with cuts and fills 2,400 feet to the West Virginia abutment. The Ohio approach is by a line diverging from the Central Ohio Division of the Baltimore and Ohio Railroad at the company's stock grounds, and extending by cuts and fills 2,250 feet to the first Ohio abutment. The approach is then continued across the company's grounds and through the city of Bellaire,

along First street, by a solid and ornamental arcade work of first-class masonry, extending by 43 arched spans of 33 feet 4 inches each, from centre to centre of piers, a distance of 1,483 feet 4 inches, and of an average height of 45 feet, to the second Ohio abutment in the city of Bellaire.

Masonry.—The masonry consists of solid ashler, and the workmanship is first-class in every respect. The material employed is sand stone, obtained from the Ohio quarries.

The Grafton stone is used for the pier-facing where exposed to the action of the ice. The masonry of the Benwood bridge piers ranges from 40 to 110 feet in height, and of an average height of 77 feet, are fourteen in number, and with the Ohio and West Virginia abutments contains 25,374 cubic yards of masonry; the arcade work contains 14,854 cubic yards; total quantity of masonry, 40,228 cubic yards.

Superstructure.—The spans beginning at the West Virginia abutment are of the following lengths from centre to centre of masonry: Span No. 1, is 121 feet; Nos. 2 and 3, each 106 feet 6 inches; Nos. 4, 5, 6 and 7, each 107 feet 6 inches. These spans, from 1 to 7 inclusive, are deck "Bollman" spans, and were built at the company's shops, Mount Clare. Span No 8 is 211 feet; No. 9, 212 feet; No. 10, 213 feet; No. 11, 348 feet; No. 12, 241 feet 6 inches; No. 13, 210 feet in length. These spans, from 8 to 13 inclusive, constitute the river or waterway spans, and are of a total length of 1,435 feet 6 inches. Spans Nos. 11 and 12 are the channel spans. These spans are of the "Linville and Piper" truss, and were built by the Keystone Bridge Company, of Pittsburg, Pa. Span No. 14, is 107 feet; No. 15, is 105 feet in length. These spans are deck "Bollman," and were built at the company's shops at Mount Clare.

The total length of open work is 2,411 feet 6 inches. The total length of bridge, from end to end of masonry, is 3,916 feet 10 inches.

The total length of bridge and approaches is 8,566 feet 10 inches.

PARKERSBURG BRIDGE.

The bridge constructed by the Baltimore and Ohio Railroad Company over the Ohio River at Parkersburg, West Virginia, was first opened for the passage of trains on the 7th day of January, 1871.

The first stone of River Pier No. 1 was laid on the 9th day of July, 1869, and from that date to the formal opening the work was prosecuted without intermission.

Approaches.—The West Virginia approach is by a line conforming to the street grade through the city of Parkersburg to the West Virginia abutment in Washington street.

The Ohio approach is by a solid and durable embankment beginning at the main bluff and extending across the river valley to the length of 2,676 $\frac{1}{2}$ feet and to a height of 40 feet at the Ohio abutment, on the west side of Main street, in the village of Belpre.

Masonry.—The masonry consists of solid ashler, and the style of workmanship is first-class in every particular. The material employed for the upper masonry is sand-stone obtained from the Ohio and West Virginia quarries. The foundations of the River Piers and the parts of the piers subject to the pressure and abrasion of the ice are constructed of stone from the Grafton quarries.

The masonry of the Parkersburg Bridge Piers ranges from 10 to 108 feet in height, and an average height, of fifty-four feet, and are forty-five in number, and with the Ohio and West Virginia abutments contain 28,406 cubic yards of masonry, and approach 646 cubic yards. Total amount in bridge and approach 39,052 cubic yards.

Superstructure.—The spans beginning at the West Virginia abutment are of the following lengths from centre to centre of masonry: Nos. 1, 2, 3, 4, 5, 6 and 7 are each 25 feet. Nos. 8, 9, 10 and 11 are each 29 feet 6 inches, and these eleven spans are shad-belly spans, constructed at the

company's shops, Mount Clare. No. 12, crossing Market street, is 65 feet, and is a boiler plate girder span, built by the Keystone Bridge Company. Nos. 13, 14, 15, 16, 17 and 18 are each 59 feet. No. 19, crossing Julian street, is 65 feet. Nos. 20, 21, 22, 23, 24 and 25 are each 59 feet. No. 26, crossing Ann street, is 65 feet. Nos. 27, 28, 29, 30, 31, 32, 33 and 34 are each 100 feet. These, from No. 14 to 34 inclusive, are deck "Bollman" spans, built at company's shops at Mount Clare. No. 35, 209 feet; No. 36, 211 feet; No. 37, 213 feet; No. 38, 349 feet; No. 39, 349 feet, and No. 40, 213 feet in length, constitute the river or water way spans, and are of a total length of 1,544 feet. Nos. 38 and 39 are the main channel spans, and are "through" spans. Nos. 35, 36, 37 and 40 are deck spans. These spans, from Nos. 35 to 40 inclusive, are of the "Linville and Piper" Truss, and were built by the Keystone Bridge Company. Spans Nos. 41, 42, 43, 44 and 45 are each 121 feet span. No. 46, crossing Main street, and the span crossing Walnut street, Belpre, are each 126 feet 5 inches in length. These are deck spans built upon the "Bollman" patent at company's shops, Mount Clare.

The total length of open work is 4,397 feet 10 inches. The total length of bridge is 4,463 feet 10 inches.

The total length of bridge and approaches is 7,140 feet, equal to one mile and 1,860 feet.

Iron in the United States.

As the consumption of iron is held to measure the progress of a people in manufactures, in industry and, to some extent, in civilization also, the statistics of its production and importation have a high social value. The following are, with regard to this country, though not absolutely perfect, the best now attainable.

The aggregate product of Pig iron in this country has increased from less than three fourths of a million tons (of 2,000 lbs. each) in 1854 to nearly or quite two millions of tons in 1871. The returns for the several years are as follows:

Year	Product	Year	Product.
1854	736,218 tons.	1864	1,135,497 tons.
1855	784,178 "	1865	931,582 "
1856	883,187 "	1866	1,350,943 "
1857	798,157 "	1867	1,461,626 "
1859	840,627 "	1868	1,603,000 "
1860	919,770 "	1869	1,916,641 "
1861	731,544 "	1870	1,900,000 "
1862	787,662 "	1871	2,000,000 "
1863	947,604 "		

Note.—Our civil war doubtless reduced the product of 1861-2. The reduction in 1870 of the duty on imported pig from \$9 to \$7 per ton has doubtless checked the growth of iron-smelting in this country.

Of railroad bars (not steel), the domestic product has grown pretty steadily from 24,815 tons in 1849 to 620,000 tons in 1870, and probably somewhat more in 1871, through the rapid growth of the production of steel rails within the last two or three years may have checked the growth of the iron rail manufacture. Of the iron rails rolled in 1869, the production (in tons) was distributed as follows:

Massachusetts	32,238	Maryland	27,828
Pennsylvania	319,653	Kentucky	7,817
Ohio	41,837	Illinois	53,261
Michigan	6,885	Other States	16,424
Wisconsin	8,680		
New York	79,463	Total	593,586

Of the production of steel rails we have no full statistics, though it is known to be large and very rapidly increasing. It was reported at 8,500 tons in 1868, 12,000 tons in 1869, and 45,000 tons in 1870. We judge that it must have reached 60,000 tons 1871; but this is an estimate merely. No intelligent observer can doubt that steel rails are to supersede iron on all great railroads, and at the turnouts and sidings even of the smaller. Though their first cost is some 50 per cent. greater, they last so much longer than iron that a great economy is secured by the use of steel rails.

Our total production of steel (rails included) is returned as follows:

Year.	Tons.	Year.	Tons.
1865	15,262	1868	80,009
1866	18,973	1869	35,000
1867	19,000	1870	75,000

We hope to learn that the product of 1871 was not less than 100,000 tons. At all events, it has rapidly increased, and is still increasing. Recent inventions and discoveries by our countrymen justify the hope that we shall, within a few years, be able to convert a ton of pig iron into a ton of steel at about the cost of the pig—that is to say, two tons of pig iron will buy a ton of steel of middling quality. The striking improvements in the art of steel making invented by our countrymen within the last five years fully warrant this presumption.

Our importations of iron and steel are made almost exclusively from Great Britain; and these, too, have been steadily enlarged, but not so rapidly as our home production. According to the British official statistics, there were exported from Great Britain to the United States in 1850, 295,521 tons of iron of all kinds, which was swelled in 1853 to 518,000 tons. Thenceforth, it fluctuated from 385,898 tons in 1856 to 243,583 tons in 1859, and in 1862 (our civil war having put a stop to railroad making) it sunk to 53,236 tons. Thence it has pretty steadily risen, so that it reached 596,554 tons in 1869, and has gone still higher in the two subsequent years whereof we have no full statistics.

Note.—These returns are given in tons of 2,000 pounds each, as in the case of our American product. They will not coincide with our custom-house returns, being given for each calendar year; whereas our fiscal year closes with June.

Great Britain has exported railroad iron to all countries (about half of it to the United States) as follows:

Years.	Tons. (2,000 lbs.)	Years.	Tons. (2,000 lbs.)
1860	507,858	1866	557,783
1861	422,873	1867	650,239
1862	448,857	1868	653,507
1863	500,013	1869	1,003,350
1864	457,200	1870	1,187,337
1865	486,427		

Of this aggregate, 336,500 tons were exported to this country in 1869, and 472,403 tons in 1870.

The production of pig iron in Great Britain is far ahead of that of any other country, being hardly less this year than 6,000,000 tons, or about treble that of this country. Yet it was but 180,000 tons in 1800, and had barely more than doubled twenty years afterward, when it reached 368,000 tons. Ten years later, it had not doubled again, being (in 1830) 673,417 tons; but about that time railroads were devised, and the British iron product again doubled in less than ten years, being 1,500,000 in 1840. Five years later, it stood very nearly the same; but in 1850 it had increased to 2,250,000 tons. In 1863, it had again doubled, being 4,510,000 tons. In 1869 (our latest full return) it was 5,445,757 tons.

France made 114,000 tons of iron in 1818, 750,000 tons in 1855, and 1,380,000 tons in 1869.

Prussia made 804,052 tons in 1866, against 400,000 tons in 1860.

Belgium made 319,943 tons in 1860, and 863,000 tons in 1869.

Note.—These statistics of European productions are given in tons of 2,240 lbs.

We had hoped to include in this exhibit a view of the distribution of iron-making throughout the Union, showing how steadily this industry is diffusing itself over the country, but we are disappointed. We know generally that the production of pig-iron in Missouri is already considerable and rapidly increasing; we know that it has recently been commenced, under highly favorable auspices, in Indiana; we know that Tennessee, Wisconsin, old Virginia, North Carolina and even Alabama are successfully smelting their own ores into good pig iron, mainly by aid of charcoal; but

our returns from these States are provokingly meager and inexact. May we not hope that they will not long remain so?

The production of our rolling mills shows a steady annual increase during the last seven years. Here are the figures:

Years.	Rails.	Other than Rails.	Total.
1864	335,369	536,958	872,327
1865	356,292	500,048	856,340
1866	430,778	595,311	1,026,089
1867	462,108	579,838	1,041,946
1868	506,714	598,286	1,105,000
1869	593,420	642,420	1,236,006
1870	620,000	710,000	1,330,000

Of the diverse kinds of iron produced by our rolling-mills, we have nothing like full returns later than 1866, when this country produced (of other than railroad) 593,311 tons of rolled or hammered iron, returned as follows:

Bar and rod	Tons.	Sheet	Tons.
279,192		33,969	
Nails and spikes	197,625	Hoop	16,459
Plate	71,507	Axle and other	49,559

This production was locally distributed as follows:

Tons.	Tons.
All New England	87,571
New York	70,197
New Jersey	48,616
Pennsylvania	243,921
Maryland	28,602
West Virginia	24,395
Ohio	78,052
All others	20,955

For the facts embodied in the above exhibit we are indebted to the American Iron and Steel Association, through Mr. McAllister, Secretary.—*New York Tribune.*

Salisbury and Baltimore Railroad.

We are informed that Messrs. McGinnis and White, the contractors for the grading and masonry of the Salisbury and Baltimore Railroad, extending from Meyers' Mills to a point about one mile beyond Salisbury, Somerset county, Pennsylvania, have completed their work, and that the entire road is now ready for the cross-ties and ballasting. The severe weather this winter has somewhat retarded the work, but is expected to have the whole road in operation early in the coming spring. This railroad traverses a new coal field of great value, and when it is once prepared for transportation immense quantities of superior bituminous coal will be shipped over it to Eastern markets.

The Erie Railway Company has leased the Southern Central railroad from Owego to Fairhaven via Auburn, on Lake Ontario. This opens new coal fields. The same company has also leased the Goshen and Pine Island Railroad, running from Goshen to the New Jersey State line.

It is reported that the Boston and Albany Railroad has agreed to lease the proposed Lee and Hudson Railroad, when completed, paying the stockholders twenty five per cent. of the gross earnings, and taking ten per cent. for the use of rolling stock.

On the 10th of January the first car load of Pennsylvania coal passed over the Northern Pacific railroad from Duluth across the State of Minnesota to the present western terminus at the town of Moorhead, on the the eastern border of Dakota.

Col. S. C. Slimaker, of Dauphin Co., Pa., has been appointed Chief Engineer of the Lancaster and Reading Narrow Gauge road, and will have a corps in the field at once to survey and locate the branch to Quarryville.

From the N. Y. Daily Bulletin.

A New Development of National Wealth.

COAL FIELDS OF THE KANAWHA OPENED.

During the past two years a great work has been going on toward completion, with that steady and vigorous, but quiet, activity which denotes earnestness and foretells success. And while most people who take any note of what is going on around them have seen the tokens of its presence and the evidence of its progress, very few have formed any conception of the magnitude and importance of the results which wait upon its consummation. The discovery of a new domain of mineral wealth, equal in extent and richness to the islands of Great Britain, rising out of the seas, close to our shores and within our national jurisdiction, would fill the national mind with interest and excitement. A fact, similar in importance and in future results, is being actually wrought out in the opening of the great Kanawha Valley of West Virginia, with its wonderful deposits of coal, and the neighboring region of untraveled iron ores, by the extension of the Chesapeake and Ohio Railroad to the Ohio River.

The great natural advantages of this region traversed by the western half of the Chesapeake and Ohio Railroad, now nearly completed, and its incalculable riches in coal, iron, salt, timber, etc., have been long known and appreciated, and the restless fingers of American enterprise have been itching to get at them for years; but the absence of railroad facilities has rendered the extensive and profitable development, which they now invite, hitherto impracticable. Messrs. Daddow and Bannan, in their important work, entitled "Coal, Iron and Oil," refer to it in the following terms:

In no portion of our country, North or South, are there more inviting prospects to labor, enterprise and capital than are now presented in the great Kanawha Valley. Not only its unlimited mineral resources invite attention, but the best portion of the trade of the great Mississippi Valley may be diverted into the channel of the Kanawha by ordinary means. To those who have observed the prodigious growth of that trade and the still superior proportions it must assume in the future, the questions we are discussing of this new route to the East will not be a matter of speculation but of necessity. The routes now provided will not accommodate it, while the superior advantages offered by this route in the hands of a free and enterprising people cannot fail to attract attention.

Nearly 16,000 square miles of the best and most available portion of the coal fields of the American continent, lie in West Virginia, and the greater portion of this vast area nature has rendered of easy development, through the agency of the numerous streams which traverse it, and by the marvellous convenience of the manner in which she has located and distributed the choice varieties of bituminous, cannel and splint coal with which it abounds.

The work above quoted says of the Kanawha coal fields:

The coals of this region, generally, are better, purer, and more available for all the requirements of trade and manufacture than the coals of any other portion of the Alleghany coal field. The seams of coal are more numerous, and their thickness greater than in any other portion of this coal field. It can be mined cheaper and with more economy generally, under the same rates of labor, than in any other region in this country without exception. The markets of the West, or the great

Ohio and Mississippi valleys, are open beyond any controlling competition to the trade of the Kanawha in coal, oil, salt, iron and lumber.

Referring to the neighboring iron regions, the same authority says:

This region of iron ores will perhaps rival any locality in our country—Iron Mountain, Pilot Knob, or Lake Superior not excepted, either in quality or quantity. There is no limit to the resources of brown hematite in this section. It exists in massive beds of great extent, and ranges through a vast area of country. We have seen beds of ore in this region equal to the celebrated Cornwall deposits, and can state, from practical experience, that there is no richer or purer iron ore of this description to be found. The miniature map (illustrating the text in the work from which we quote), shows the coal of the Kanawha to be in close proximity to this great region of iron, and connected with it by a large river, which levels, as it were, the mountains, and grades a uniform path through the huge Alleghanies.

It will thus appear that the great Kanawha Valley is not only a great natural mining and manufacturing region, but one that may enjoy the greatest trade that ever flowed from the mountains or the inland plains and valleys to the sea. The coal, iron oil and salt of this region are inexhaustible, and may be produced with the minimum of labor and expense, and, consequently, the maximum of profits.

We have long beheld the vast mineral resources of this part of the Great Alleghany coal-field with professional admiration, and have frequently called attention to their value. If we now seem partial to West Virginia, we can prove that our affections have always turned toward her unlimited stores of coal and iron, with an ardent desire to be able to pronounce the 'open sesame' which should expose her treasures to the world.

The foregoing is disinterested testimony given in 1866 before the present plans for opening and developing the regions referred to had been organized. The magic words which the author longed for the power to pronounce—the "open sesame" of the hidden treasures of the great Kanawha Valley—were spoken when Mr. C. P. Huntington and his associates, Messrs. A. A. Low, W. H. Aspinwall, Jonas G. Clarke and other far-seeing capitalists, assumed the control of the Chesapeake and Ohio Railroad and began to make real the vision of the Chesapeake Bay and the Ohio River united together by bands of iron, and the riches of the Kanawha, released from the confinement of centuries, flowing out East and West in streams of solid wealth.

The certificate of incorporation of the Zanesville and Marietta Railroad Company has been filed in the office of the Secretary of State of Ohio. The termini of the road are the city of Zanesville and Marietta, and it will pass through the counties of Muskingum, Guernsey, Noble and Washington. Capital stock \$500,000.

The Leavenworth, Lawrence and Galveston Railroad Company has leased the Leavenworth and Lawrence branch of the Kansas Pacific road, and will commence running through trains from the Indian Territory to Leavenworth in February, as soon as the railroad bridge at Lawrence is completed.

A cable telegram received in Halifax (N. S.) recently announced that the Glasgow and Cape Breton Railway Company had decided to extend their railway to Louisburg, and that the shareholders had doubled the amount of the original capital, increasing it to £200,000 stg.

Railroads in Nova Scotia.

The indications are that before many years pass away Nova Scotia will be threaded with railroads from one end to the other. In addition to the lines now in operation from Annapolis to Halifax, and from Halifax to Pictou, and now in course of construction from the New Brunswick and Nova Scotia boundary line to Truro, quite a number of other lines are projected in various directions. A line is to be constructed between Annapolis and Yarmouth, between Annapolis and Liverpool, between New Glasgow and the Strait of Canso, between the Strait of Canso and Louisbourg, between the Strait of Canso and some more northerly point in Cape Breton, and between Sydney and Louisbourg. Lines between other important points in Nova Scotia at present without railroad facilities will also no doubt ere long be felt a necessity which must be provided for.—*St. John News.*

At the recent annual meeting of the Worcester and Nashua Railroad company the following gentlemen were elected directors for the ensuing year: Francis H. Kinnicut, Stephen Salisbury, Jacob Fisher, Thomas Chase, Asa F. Lawrence, Francis H. Dewey, Alex. H. Bullock, Calvin B. Hill and J. E. Smith. At a subsequent meeting of the directors Mr. F. H. Kinnicut was re-elected president and Mr. T. W. Hammond, clerk and treasurer.

The following gentlemen have been elected directors of the Philadelphia and Trenton Railroad Company: J. Edgar Thomson, Josiah Bacon, Washington Butcher, Jos. B. Myers, John M. Kennedy, Edward C. Knight, Saml. T. Bodine, Thomas A. Scott, H. J. Lombart, Edmund Smith, George B. Roberts and Geo. M. Dorrance.

The Albany *Times* says that a contract has been made with a German syndicate through the banking house of Messrs. Seligman, in New York, for a loan of thirty millions of dollars to a company organized to build a railroad from New York to Buffalo via Albany. Active operations are to be commenced in the spring.

Mr. M. J. Becker, of Steubenville, Ind., Chief Engineer of the Pittsburgh, Cincinnati and St. Louis Railroad, has been elected Chief Engineer of the Holliday's Cove Railroad. He will at once set to work with a new corps of assistants to survey the route from Holliday's Cove to Wheeling.

The directors of the Chesapeake and Ohio Railroad Company have awarded to Brannan and Haggerty, of Baltimore, the contract for the execution of the Church Hill Tunnel at Richmond, Virginia, by which that railroad is to enter the city, and make a landing on James river.

Holders of Pennsylvania Registered War Loan to the amount of \$5000 and under are notified that interest on their loan will cease on May 1st, 1872, and that said loan, with accrued interest, will be redeemed forthwith on presentation at the Farmers and Mechanics' National Bank, Philadelphia.

The Spartanburg and Union Railroad is to be sold at Unionville, South Carolina, on the first Monday of February inst., under decree of Court.

The Pittsburg and Boston Mining company have declared a special dividend of \$5 per share from the sale of the Lake Superior property, payable Feb. 1.

Commerce of the United States.

The New York Journal of Commerce has compiled a statement of the total imports and exports of all the ports of the United States for the last two fiscal years, ending June 30th. Both the imports and exports are given in gold values—the imports as entered at the Custom House at their foreign gold cost, and the exports, when cleared at their currency price, reduced to their gold value by allowing the average monthly premium on gold at the port of New York. It is not a little singular to note the remarkable agreement between the outward and inward movement for the last fiscal year. The difference between the imports and exports is only about ten thousand dollars in a total of over five hundred and forty-one millions.

Imports from foreign ports at all the ports of the United States for the fiscal year:

	1870.	1871.
Dutiable merchandise.	\$415,817,537	\$483,641,966
Free goods.	20,159,964	35,951,784
Gold and silver.	26,400,086	21,900,024

Total imports.... \$462,377,587 \$541,493,774

Exports from the United States to foreign ports, reduced to their gold value:

	1870.	1871.
Domestic produce and merchandise	\$376,651,156	\$428,539,017
Foreign do.	16,155,295	14,421,270
Specie and bullion	58,155,986	98,543,885
Total exports....	\$450,962,417	\$541,504,172

DESIRABLE HOME SECURITIES.

THE FIRST MORTGAGE 7 PER CENT. GOLD BONDS OF THE

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Are offered for sale at 90 and accrued interest, in currency, BY

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AND

ERASTUS F. MEAD,

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By exchanging United States Bonds for the Bonds of the WALLKILL VALLEY RAILWAY COMPANY, you increase your income over 40 per cent., and your principal about 25 per cent. and get a security **EQUALLY SAFE**.

OFFICE OF THE TOLEDO, PEORIA AND WARSAW RAILWAY COMPANY, NO. 80 BROADWAY, NEW YORK, Jan. 30, 1872.

THE COUPONS FALLING DUE 1ST FEBRUARY on First Mortgage Bonds of this Company, (Western Division,) will be paid at the office of the Farmers' Loan and Trust Company, No. 26 Exchange-place, on and after that date, less Government tax.

JAMES F. SECOR, President pro tem.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW YORK, Jan. 3, 1872.

A DIVIDEND OF FIVE PER CENT., free of Government tax, has been declared by the Board of Directors of this Company, payable on the 1st day of February next, to the holders of full-paid shares registered at the close of the 13th day of January instant, after which and until the 7th day of February next, the transfer-books will be closed.

L. V. F. RANDOLPH, Assistant Treasurer.

HOME INSURANCE COMPANY. OF NEW YORK, OFFICE 135 BROADWAY.

Cash Capital	-\$2,500,000 00
Assets Jan. 1, 1872	4,672,043 50
Liabilities	524,021 52

ABSTRACT OF THE

Thirty-seventh Semi-Annual Statement, Showing the Assets of the Company on the 1st day of January, 1872.

Cash, in Banks and Trust Companies	\$482,327 62
Bonds and Mortgages, being first lien on real estate worth \$4,759-600	1,850,849 57
Loans on Stocks, payable on demand (market value of securities, \$141,462)	110,500 00
United States Stocks, (market value)	1,669,357 50
State Bonds (market value)	60,100 00
Interest due on 1st January, 1872	52,737 39
Balance in hand of agent	247,882 75
Bills receivable	25,502 03
Other property, miscellaneous items	106,423 82
Premiums due and uncollected on Policies issued at this office	20,318 60
Salvage	46,044 81
Total	\$4,672,043 50

CHARLES J. MARTIN, President.

J. H. WASHBURN, Secretary.

Philadelphia Car Works.

J. G. BRILL & SON,

MANUFACTURERS OF

Street and Narrow Gauge CARS OF EVERY DESCRIPTION.

Castings, Wrought Irons, and all Material Necessary for Car Building.

Cars Built in Sections for Shipment.

Thirty-first and Chestnut Streets.

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RAILROAD IRON.

1,000 Tons TREDEGAR RAILS.
1,000 Tons CROSHEY RAILS.
1,000 Tons STOCKTON RAILS.
Now in Yard and for sale by

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RAILROAD IRON.

300 Tons 56 lb. English Rails, slightly rusted by Salt Water, for sale by

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RAILROAD IRON.

1,400 Tons 40 lb. Welsh Rails, made by the Rhymey Company, in store for sale by

PERKINS, LIVINGSTON & POST,
31 New Street,
New York.

Danville Iron Works,

DANVILLE, PENN.

LIGHT RAILS weighing, per lineal yard, 40 lbs., 35 lbs., 30 lbs., 28 lbs., 25 lbs., 22 lbs., 20 lbs., 18 lbs., 16 lbs., suitable for Narrow Gauge Railroads, Collieries, Furnaces, Mills, &c.

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1,000 tons LLYNVI VALE.
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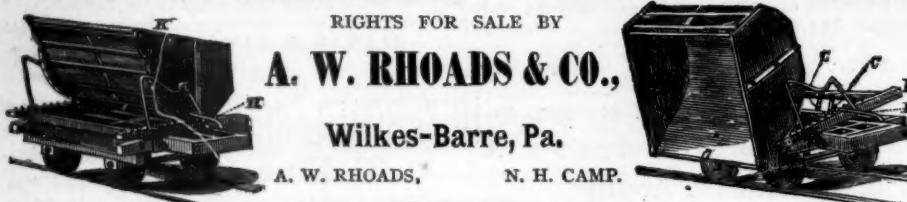


Fig. No. 1, Car Loaded & at Rest.

The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

TO DUMP THE CAR.

Fig. No. 2, Car Dumped.

To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper rolls back to its place, where it is held by the catches, C and C.

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ESTABLISHED IN 1852.

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Comparative weights of Narrow and Full Gauge Cars sent by mail free of charge.

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FREIGHT TO
KINGSTON, JAMAICA, SANTA MARTHA AND
GREYTOWN, AND PACIFIC COAST OF
MEXICO, CENTRAL AMERICA, PERU,
AND CHILI.

Steamers leave 15th and 30th each month, except when those days fall on Sunday, then the day previous.

Jan. 30, steamer HENRY CHAUNCEY, CAPT. A. G. GRAY, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, and connecting at Panama with steamer ALASKA, Capt. Maury, also connecting for all Central American and South Pacific ports.

Freight for last-named ports received until 4 P. M. of Jan. 27.

Steamer CHINA will leave San Francisco, Feb. 1, 1872, for Japan and China.

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F. R. BABY, Agent.

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